# YACHTING

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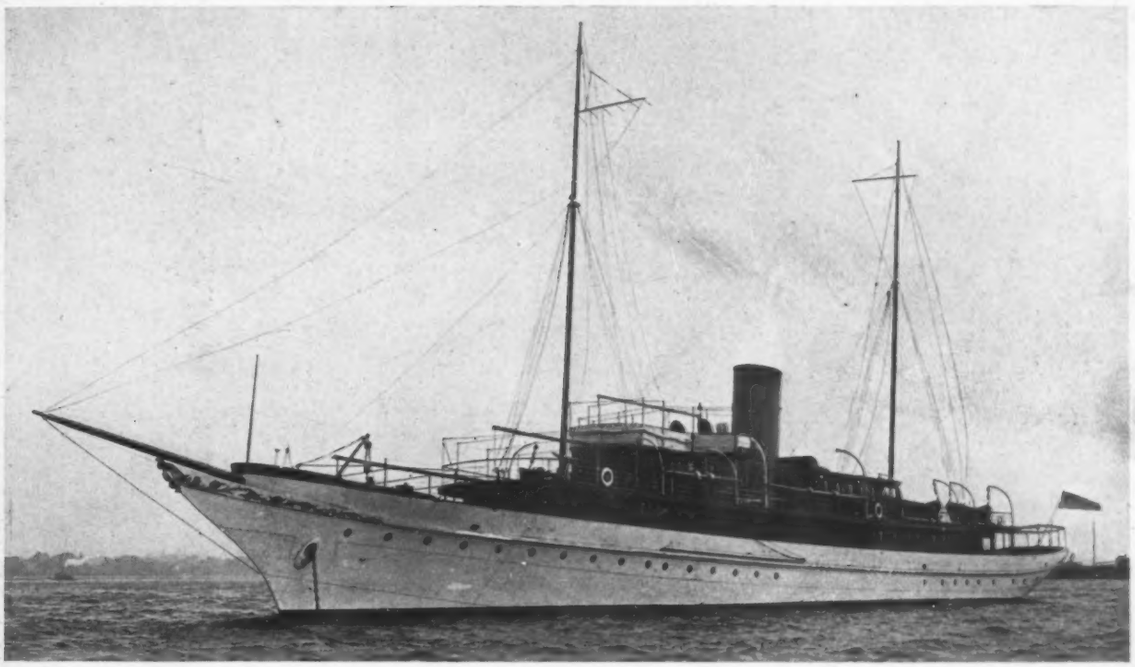


NOKOMIS IS A GREAT BIG ABLE CRAFT, CAPABLE OF GOING ANYWHERE

## The Ocean-Going Steam Yacht Nokomis

*A Splendid Example of American Yacht Architecture*

Photos by M. ROSENFELD

THE new steam yacht Nokomis, built for Mr. Horace E. Dodge, of Detroit, Mich., from designs by Messrs. Gielow & Orr, of New York, is a notable addition to the fleet of American steam yachts.

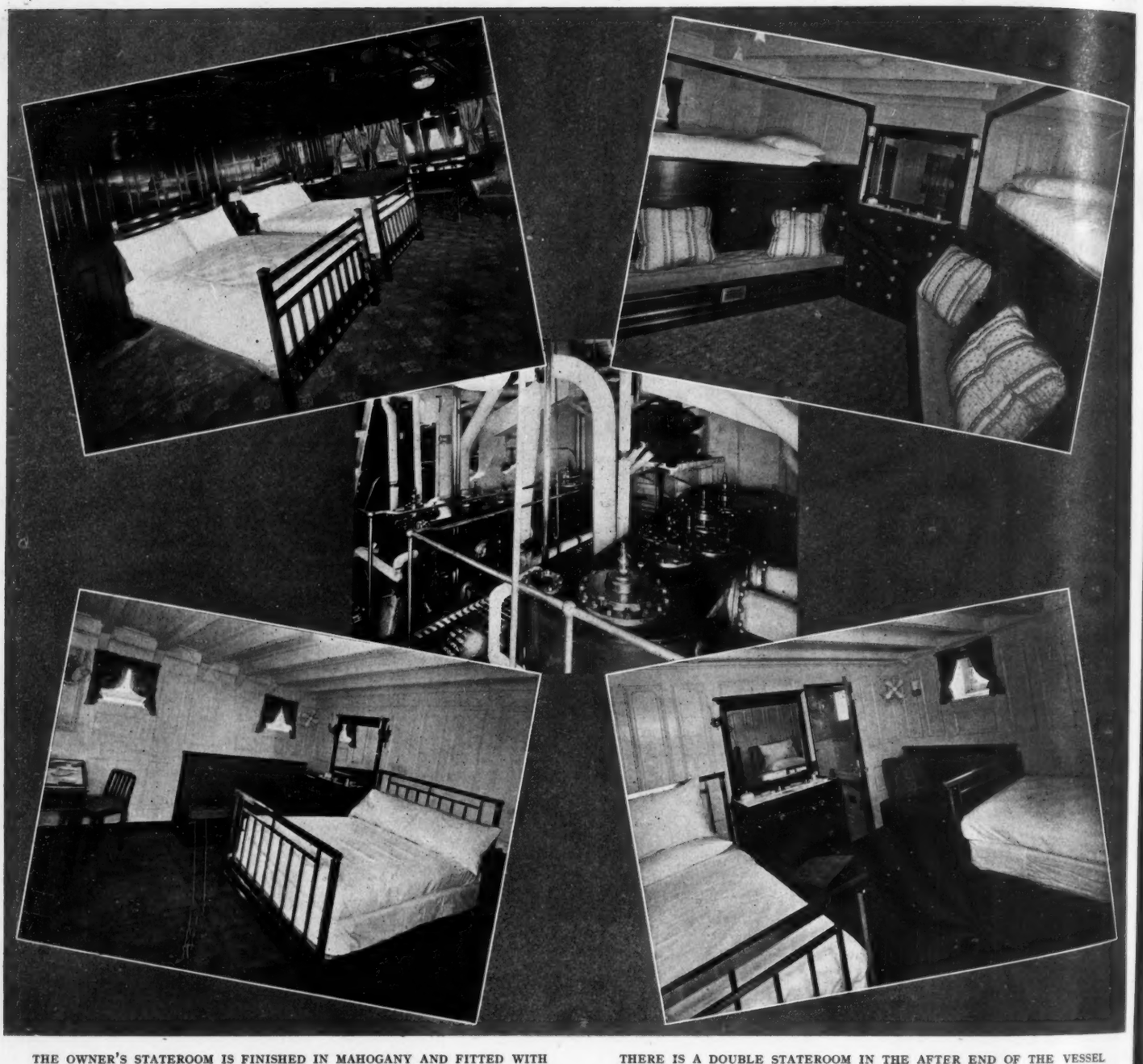
The yacht has an overall length of 243 feet, a water line length of 203 feet, a beam of 32 feet, a mean draft of 12 feet 10 inches, and her depth of hold is 19 feet 6 inches. From these dimensions it will be seen that the vessel is of a powerful cruiser type. The hull is of mild steel from 60,000 to 68,000 pounds tensile strength, and practically equal to marine boiler plating. The plating is worked on in-and-out strakes, this producing the strongest possible construction. No attempt was made to economize in weight, for in preparing the design of this craft the object in view was to produce a thoroughly substantial vessel capable of going to sea at any time. She is classified by the American Bureau of Shipping, and holds the highest rating.

The lines of the yacht, while showing

THE DINING SALOON, ON THE MAIN DECK, IS MOST BEAUTIFULLY FURNISHED AND THE MUSIC ROOM, IN THE AFTER END OF THE CABIN HOUSE, IS AN ESPECIALLY LARGE ROOM, ITS DIMENSIONS BEING 20 FT. WIDE BY 24 FT. LONG



RUNNING DOWN THE WIND UNDER A FULL SAIL BREEZE IS EXCITING WORK IN CRAFT LIKE THESE. THE BOATS BELONG TO THE ORIENTE YACHT CLUB ONE DESIGN CLASS



THE OWNER'S STATEROOM IS FINISHED IN MAHOGANY AND FITTED WITH TWIN BEDS

THERE IS A DOUBLE STATEROOM IN THE AFTER END OF THE VESSEL FINISHED IN WHITE AND MAHOGANY

THE ENGINE ROOM, SHOWING THE TWIN TRIPLE EXPANSION ENGINES

ALL OF THE GUESTS' ROOMS ARE FINISHED IN WHITE AND MAHOGANY AND ARE ESPECIALLY WELL APPOINTED

power, are very easy, extending in fair curves from stem to stern and the deck is flush, extending the full length of the vessel in an unbroken sweep. The bulwarks, which are of steel, are finished with a mahogany rail.

No expense was spared to obtain the very best and highest grade of material for both the hull and machinery, and equal care was given to the joiner work and decorations, which are second to none. The skylights and deck fittings are of solid mahogany, finished bright, and the saloon and staterooms are finished in mahogany and white enamel.

The deckhouse, of steel, is 140 feet in length, and has 7 feet 4 inches of headroom with a shade deck extending to the sides of the hull for the full length of the house, at the after end of which there is a shelter hood and glass side panels.

In planning the interior, all the owner's and guests' accommodations were grouped in the after part of the vessel, with the crew's quarters forward, resulting in a commodious arrangement that cannot be excelled for convenience and personal comfort.

On the upper or boat deck there are two structures one forward and the other aft of the funnel. The captain's stateroom is in the forward end of the forward house, which is 28 feet in length by 12 feet wide, and is fitted with a large berth, wardrobe divan and a separate toilet and lavatory. Abaft this is a wireless room, of liberal dimensions, arranged to hold all the apparatus, also living accommodations for the operator. The after house is 32 feet in length by 12 feet wide, its forward end being fitted with a gymnasium, while abaft this is a shelter hood.

The dining room is on the main deck immediately forward of the engine room casing and is 18 feet in length by 20 feet in width, with a buffet and sideboard in the after end. Forward of the dining room on the starboard side is the pantry, fitted with all necessary drawers, dish racks, lockers, sink and steam table, while to port of the pantry

*(Concluded on page 47)*

# Away From Business

*Wind Jamming to Provincetown*

By L. M. WATSON

ARE you ever bothered by friends calling you up and offering you the use of their yachts? It doesn't happen often; never happened to me but once and then I returned the yacht in more or less of a mess. One would naturally expect the owner to have called us a lot of land lubbers, but he didn't; on the contrary, he seemed to feel that we did remarkably well under the conditions and blamed himself for not warning us that the sails were somewhat old.

Watson on the phone.

"This is Amy talking; I am to be away for a while, and if you wish to use the Dixie you are welcome to do so."

Did I wish to? I should say I did and offered thanks accordingly. Sent out a call for A. B.'s and signed up a typewriter man, a cotton agent, a social service worker, an insurance man and, being a watchmaker myself, felt that our crew couldn't be improved upon. Can *you* imagine a seafaring man who would get under way with such a crew, or can you tell me why it is that so few such crews ever get into serious trouble?

It never happened before, but *this* crew was on time; actually on the float of the South Boston Yacht Club, and as some of us had been down the night previous and attended to the stores, etc., we were aboard without the usual vexatious delays.

It was blowing fresh southwesterly, fresh enough so that our typewriter mate said something about reefing, but I said, "No, she is a Friendship sloop and they never reef." In reality, I felt that as soon as we were clear of the land, the wind would be steady and about right for our three lowers, and this proved to be correct until we picked up Cape Cod.

We had planned an early start so as to go out on the strong ebb tide and, if possible, be in Provincetown (some fifty sea miles) in time to get a fair night's sleep, and this we should have done, but—we didn't. We got away early all right, 5 P. M., and immediately the staysail came down on the run, leaving about three feet of it waving joyously up aloft. The mate and I had both seen sail needles before and, in spite of unfavorable conditions, had a fairly good job done on this sail by the time we had reached Boston light—some six miles in the meantime keeping an eye out to see that our social service worker put us between the right two islands; in fact, as he did not always hold Dixie to her work, the mate expressed the hope that we would not hit one. She was undoubtedly hard to keep off, at times, without the staysail.

At Boston Light we put the patent log over, and as we had neglected to ask the owner how the compass was, we endeavored to find deviation by obtaining, from the chart, the bearing of Minot's Light from Boston Light (some six miles), getting on that line and sailing it. We could find no deviation so, as this was about our course for the night, we assumed the compass to be O. K. The Dixie had no engine.

We were now doing some fine sailing; things made snug below and aloft, and nothing left to do but eat hearty for the night, which we proceeded to do. As we passed inside Harding Ledge lighted buoy, the Provincetown steamer for Boston passed outside giving us many a fluttering handkerchief and little screams as we took her wash.

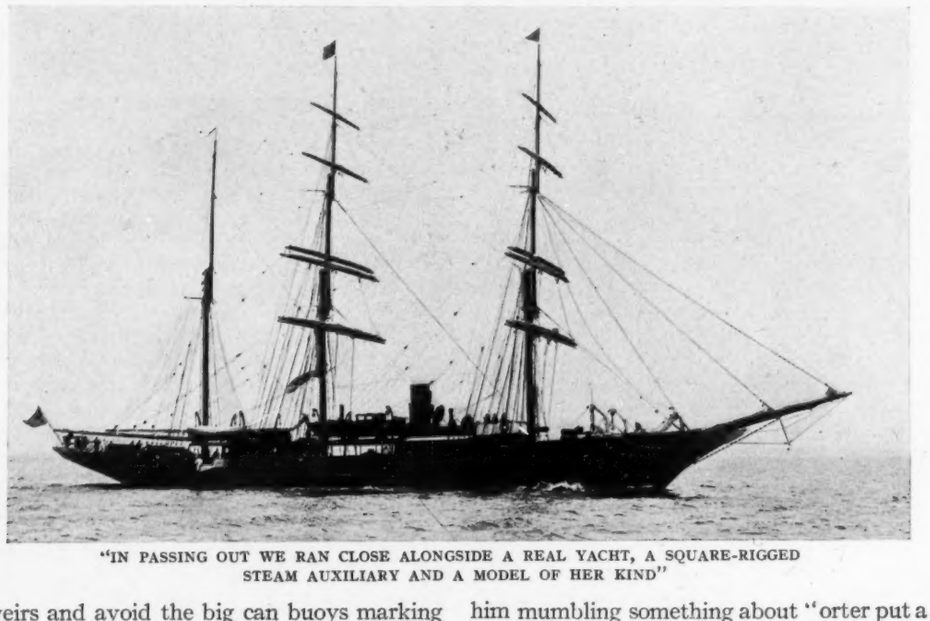
We had Minot's Light abeam about 7 p. m. and as it was the first of September the day was about done. Knowing the distance run, we checked up the log and found it clear and reading O. K. Entered in our log-book location, log reading, time, course and wind, this to be written up carefully every hour. Our course was S. E. ¼ S. 28⅛ miles to bring Wood End abeam. Wind southwesterly, a very comfortable quarter for us, so much so that we spent the next two hours in the cockpit, singing songs and listening to some really good comedy by our cotton agent. We were making between six and seven miles per hour, had visions of getting the hook down around twelve, and made up a pot, costing ten cents to come in, to go to the one who guessed the nearest to the time at which we should anchor. This we had done on other trips and found it a source of much amusement as well as being practice in good judgment. Each man writes his time and name on a piece of paper, then each calls his time, puts his paper in the pot and gets laughed at for so foolish a guess. The one who made the biggest fool guess, in this particular case, won the pot and was made to treat the crowd next day.

It was now around ten o'clock. We had dropped Minot's Light some time before and should be picking up Cape Cod Light ("Highland Light") soon, as on clear nights Highland may be picked up before Minot's is dropped. Race Point and Wood End are both much nearer, but cannot be seen as soon as Highland because they are low and not so powerful. It was about this time that a steamer's lights were picked up on our port bow and she passed much nearer than she would have had we been on our right course and she on the regular track around the Cape; however, we could not make her out, had no means of knowing positively that she was not out of Provincetown, and, feeling that a course once set should not be changed until it could be positively shown that a wrong position had been arrived at, we held on until at about ten-thirty we picked up a light which was soon made out to be Race Point; it was on our starboard bow, however, when it should have been well on our port bow. We estimated it to be about six miles distant. Had we got it at a distance of twelve miles as we expected to do, we would have known an hour sooner that we were off our course and would have been in a much better position to improve it; as it was, we were away to leeward. The wind had freshened until we would have been much more comfortable reefed; instead, we decided that we could lug it in if things held. But they didn't hold; we were getting the sheet in for our windward work when the throat halyard parted.

Throat halyard parted; that doesn't sound very serious, does it, but, Mr. Sailor, were you ever in the rip off Race Point on a dark night when the tide is running full against a strong southwest wind? There probably are men who would have gone up that mast and who could have stayed there long enough to reeve a new halyard, but we didn't have one with us. Something had to be done, however, as there was then a string of barges passing to leeward, and while bargemen are very considerate of fool yachtsmen poking around in the dark, we had no desire to drift down into that steamer track nor did we wish to be blown out to sea.

The mainsail was gotten down and we wore 'round and hove her to on the port tack under headsails, this tack offering us more hope of keeping away from the passing tows, and, not knowing anything better to do, we set to work tying in two reefs, with emphatic warnings to everyone to be sure and keep hold of something and not to fall overboard, this especially for the man who had to go some eight feet out beyond the stern and bring in the reef outhaul. Reefed, and finding ourselves no nearer to the string of barges, the mate and I settled down near the wheel with the express purpose of doing some brain work. We both agreed that, while one of us *could go* up the mast and lash himself there, it would be very difficult to reeve a new halyard in the darkness, strong wind and choppy sea. Finally the mate said, "Why not take one part of the peak halyard, hook it into the throat and get the sail up that way?" The peak went up O. K. and the throat fairly well, but not as it should. We got the sheet in only to hear a sound of tearing canvas up aloft somewhere; not being able to tell where or what it was, and knowing that we couldn't help it if we found out we held on, wishing to determine before dropping Race Point Light whether we could go to windward or not. Coming about (more ripping and tearing) we stood in until we found with pleasure that we were working to windward so that we now had Race Point on our port bow and Wood End's red light faintly visible. This good work was probably due to the flood tide.

It was now our game to keep out of the eddy close in shore· keep out of the fish



"IN PASSING OUT WE RAN CLOSE ALONGSIDE A REAL YACHT, A SQUARE-RIGGED STEAM AUXILIARY AND A MODEL OF HER KIND"

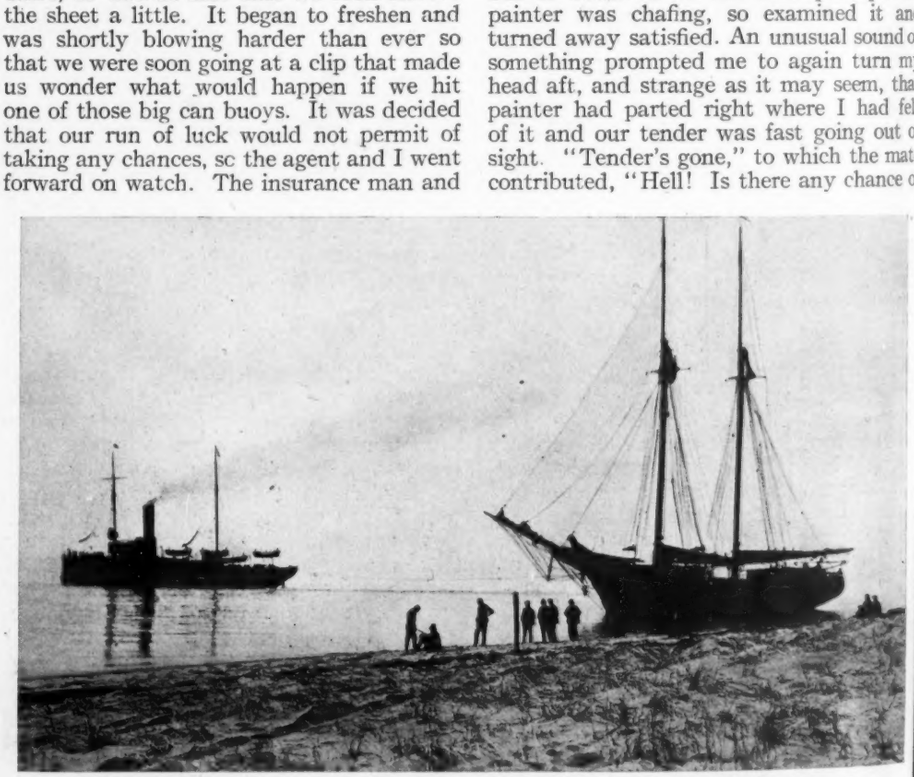
weirs and avoid the big can buoys marking the Navy's speed trial course, and, as we came about, found that the peak of the mainsail was going to pieces.

The mate took the wheel for a long leg off shore on the port tack and I went below and turned in on the lee transom, luckily with my oilskins on. I had not been there long before there was a crash on deck and a small ocean pried open the skylight and jumped on me; just for this, I came on deck with the words, "What is the matter with your old ocean? Is it hubbly?" To which the mate replied, "It is not only hubbly but it is full of shell craters. Take this wheel, will you, while I go below and get some dry clothes." This I did, the cotton agent remarking, "Some sail, old man. Yeah, some sail all right. I see where I win that pot, not." The mate comes on deck, sits down with emphasis, and says, "I wonder what in Hell will happen next?" In response to which the jib sheet let go, the wire lanyard parting. "Here, mate, take this wheel and I will go and take my bath." I didn't want to go out on the end of that bowsprit at all, but trying to be a sailor is not playing Tiddle-de-Winks, so finding a long stop, the agent and I worked forward, one to the downhaul and one to the halyard; got the sail down and while he manned the windward sheet, I went out and wrestled with that jib full of water, got it straightened out and, starting way forward, made my stop fast and worked aft with it. I knew that if I did not do a good job, it would soon wash out and I would have my pleasure all over again, so I did as good a job as possible under the circumstances, fetched a final finishing pull on the stop and it parted; parted in the middle somewhere and all went adrift.

As I came back into the cockpit looking for another long stop, the mate says, "All fixed," to which he got a fair imitation of deep sea profanity. This kept him quiet until as I was going forward again, I heard him mumbling something about "orter put a line on yourself out there." The job was done and thanks to new oilers and rubber boots, I was not very wet.

After about an hour and a half on this tack, we dropped Wood End Light, stood on for another half hour, and taking advantage of a temporary lull, came about, as it proved at just the right position. We soon got Wood End on our port bow where we wanted it and thanks to the tide, kept it there, so well in fact that we soon started the sheet a little. It began to freshen and was shortly blowing harder than ever so that we were soon going at a clip that made us wonder what would happen if we hit one of those big can buoys. It was decided that our run of luck would not permit of taking any chances, so the agent and I went forward on watch. The insurance man and the social service worker had passed away long ago and, believe me, that half hour up forward with nothing to think of but take in the conditions is one of the little events in my life which I remember. I had previously read, as have you all, of storms at sea and they had given me a momentary thrill, but this little thirty-five mile wind fixed me so that the next time I read a description of a storm at sea I shall, at least, have a better conception of what the author is writing about. As we stood on deck forward our eyes were probably nine feet above the water and at times we were looking up at the crest of a wave which was probably some ten feet high, that is not thirty feet, but rushing along as we were and at times climbing up in the rigging to get out of the wet, it was impressive. One is found asking himself what in the name of God happens when it begins to blow sixty, eighty or ninety miles? We were also stimulated to some extent by the fact that we were now on a lee shore with our mainsail occasionally complaining that it was on its last legs.

We now had Wood End close aboard and were listening for the bell buoy which we soon got to starboard abaft the beam, telling us that we had passed the line of buoys. My companion on watch went below and I bethought myself of the tender. On the several times when I had previously made this trip I had always taken the tender aboard and don't know why I did not this time. I was gratified to see it following us, but it occurred to me that perhaps the painter was chafing, so examined it and turned away satisfied. An unusual sound or something prompted me to again turn my head aft, and strange as it may seem, that painter had parted right where I had felt of it and our tender was fast going out of sight. "Tender's gone," to which the mate contributed, "Hell! Is there any chance of



THEY TRIED TO DRAG THE TWO MASTED SCHOONER MAGGIE TODD FROM THE BEACH AT WOOD END BUT WERE UNSUCCESSFUL, AND SHE LIES THERE NOW WITH THE SEA POUNDING HER TO PIECES

our picking it up?" "There is more chance of our finding the Dixie up on the beach if we try it." So on we went. Not daring to jibe, we came about off Long Point, entered the harbor, picked our way through the fleet at anchor (no small job in the dark), and hit the hay at just dawn.

"Yo ho, me lads, yo ho, it's 10 o'clock and the ship's a mess; rouse out, you lazy lubbers, anyone would think you had been out all night." Rouse out we did and fortunately, for everything was wet, it was a beautiful sunny morning. The mate and I began to take stock of damages and the agent who was also a Scotchman, was elected to go ashore and dicker for a tender of some kind.

There was a speed boat chasing around the harbor and we soon had her coming for us like a torpedo. "Whaddyer want?" "We have lost our tender and want to put a man ashore." "Sure, jump in." The agent jumped and was about to sit down in the stern seat when the clutch took hold and he came near going out over the tailboard.

It didn't take the mate and me long to find out that the mainsail was beyond our attempting to fix it. "Do you think there is a sailmaker in this place?" "Sure, several." "How do you suppose we got so far off our course last night?" "Damfino. Let's fix that halyard. Probably some of our seamen were brought up on a Ford." We found the halyard parted close to the upper block, so reversed it and spliced it in again, cut away the broken lazyjacks, unshackled the broken jib-sheet lanyard and, "Here comes our tender!" "That ain't a tender, it's a coffin. Where did you get it?" "Never you mind; I bought it oars and all for a dollar and if I take it back I can get some change."

Directly after breakfast, the mate and I went ashore and called up the Race Point Coast Guards to see if they had picked up a tender. We were informed that they had not, but would call Wood End on their private line and call us shortly. This they did, and reported that the five o'clock patrol had found a tender on the beach, and if we would row across the harbor, they would help us carry it across to the harbor side. It doesn't look far across Provincetown Harbor, and it isn't, until you row it in a soap-box against a head wind and then it is a right smart distance. When we got across, we were glad to sit in the chairs pointed out by the genial Captain of the Coast Guard, glad that we had brought along a box of cigars for said Captain, and glad to lead him to talk.

The coast guard men had already set our tender in the water on the harborside and as the rest of our crew were waiting for our return, so they might go ashore for dinner, it was now up to us to get back promptly, but our hoodoo was still with us. The wind had changed half around the compass and was getting busy directly ahead, so that by the time we got back we were hungry and tired.

In our absence the boys had unbent the mainsail and had it neatly in stops, so it was quickly in the sail-loft, and we were all enjoying a good dinner ashore, buying postcards, admiring some of the rather charming Portuguese girls, and generally acquiring a better understanding of why a sailor ashore is—er—a sailor.

Soon after light next morning I says to myself, "Guess we don't make Gloucester today, win's northerly"; I then took my head from the companionway and put it back in my bunk where the mate found it about eight bells and wanted to know if we were to stay there all day. We were not, but as we could not make Gloucester, we need not hurry. There is one good thing about Provincetown; one can make a fair wind of most anything and go somewhere. While the social service worker and the insurance man got a good breakfast ready, the other three of us got busy bending the mainsail and double reefing. The wind was fresh where we were in the lee and we felt that it would be much more so outside. In passing out we hailed the Nebula which had come in during the night with friends on board, ran close alongside a real yacht, probably two hundred and fifty feet long, a steel, square-rigged, steam auxiliary, and a model of her time.

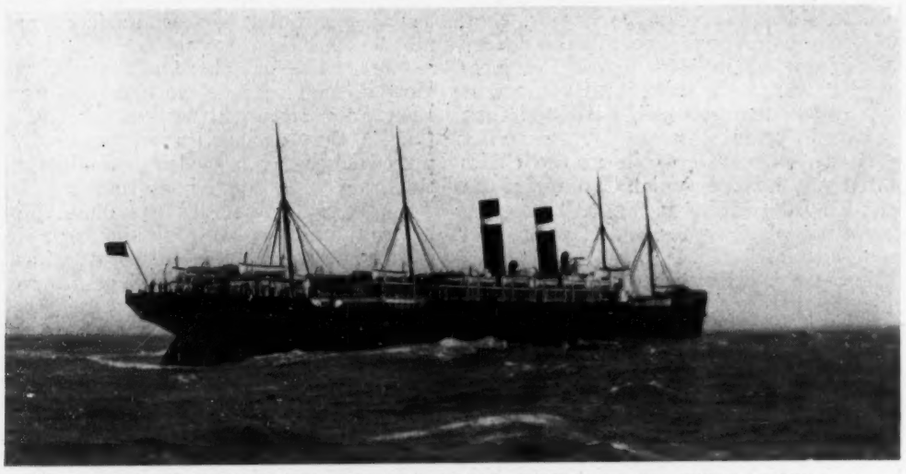
"What th'—say, look at that fish weir! How do you suppose we ever got around Long Point last night without running into that?" Sure enough there was a fish weir placed since our last visit and directly in the track of a small boat rounding Long Point. That we didn't run plum into it before the wind is just good luck, that is all, for we knew that there was plenty of water where the weir is and that the point may be cut rather close. It would seem that the difficulties of reaching Provincetown in a small yacht were amply sufficient without planting any such trap as this without even a light on it. We worked our way around to Wood End where, as I write, the two-masted schooner, Maggie Todd, from Boston to Venezuela, is pounding herself to pieces.

From Wood End we shaped our course for Plymouth, west by south about twenty miles and soon found that we did not need our reefs in. We had a very lady-like sail across the bay and arrived off Plymouth in the early afternoon. As we passed in by the Gurnet our square rigged yacht friend was overhauling us rapidly under power, headsails and staysails, passed us very majestically and dropped her hook just inside Duxbury Pier Light.

None of us had ever sailed into Plymouth, but some of us had studied the channel closely on the chart and felt that we should have no trouble, so poked along under headsails only. It soon became evident that it is much easier to pick out a channel on a chart than it is on the water. The channel into Plymouth is perhaps three miles long and forms a track similar to a letter Z, is narrow and not especially well marked, that is, on the water; on the chart it is marked perfectly. We had made the first turn, I on the chart and the mate at the wheel, and were about to make the second when the mate says, "Better get a compass bearing." This I quickly did, and luckily so, for it saved us from the mud flats on a falling tide. Holding on for what

(*Concluded on page 49*)

"THERE WAS A SPEED BOAT CHASING AROUND THE HARBOR AND WE SOON HAD HER COMING FOR US LIKE A TORPEDO"



"I RENEWED MY ACQUAINTANCE WITH ABLE SEAMAN BRENDEN ON THE BRIDGE OF THE U. S. MAIL STEAMER ST. LOUIS AS SHE DROVE EASTWARD OFF THE GRAND BANKS"

## The Passing of the Ship A. J. Fuller and Her Crew

In midwinter, 1899, February, I believe, the U. S. M. S. St. Louis, was driving eastward off the Grand Banks, a heavy northeast gale, ice-laden, and with seas breaching over her fo'c'sle head, made the bow lookout impossible, and, as was the custom, the seaman detailed to this post, stood his watch on the lee bridge.

Every two hours during the night watches, the bridge crew of the liner were refreshed by hot coffee and sandwiches, always on tap in the first cabin galley. I was taking a cup of coffee to the sailor on the lee bridge; something familiar about him struck me, and in the blackness of the night, and the howl of the gale, as he turned for the coffee, I recognized able seaman Brenden. Next day in my watch below, Brenden came to my room in the forward square and we had a visit. He was just in from a coasting voyage to the West Indies, and was going across, intending to quit in Southampton—which he did—and make his way home to Hamburg.

He had seen Jimmie Marshall on South Street, a deserter from the Salvation Army, and in a boarding house looking for a deep watership. Charlie Horse, had shipped again, so he heard, for the Pacific Coast, Australia. Axel, Hitchen, and Tony, went across on a lime juicer, bound for Liverpool with a cargo of hides. Frenchy, whom I asked about especially, had disappeared the day after we paid off; I hope that he got away home with a portion of his payday. Scouse also, went west; dead broke, so Brenden said, but determined to quit the sea.

The Fuller had gone out again from New York, for the last time; she was sold to parties on the Pacific Coast, and sailed with a donkey engine mounted in the after part of the forward house where the lamp locker used to be. We had made the last voyage on her in which man power and stupidity furnished the sole force.

Needless to say, able seaman Brenden, lived well during the rest of that passage, for we quartermasters messed on cabin grub, and when I parted with him in Southampton, I did so with a real pang. Several years afterward, as I have mentioned in the narrative, I met Captain Nichols who then commanded the S. S. Alaskan of the American-Hawaiian Steamship Company. I was second mate of the S. S. Texan of the same company. Captain Nichols was as glad as I to renew old memories for a brief hour. He took me through his quarters on the steamer.

"Nothing like the old A. J. Fuller, hey Felix?" he said, and I am sure he would rather have stumped her old time quarter deck than the lofty bridge of the Alaskan.

On a succeeding voyage in the Texan, we were filling our bunkers under the coal chutes at Tacoma, Washington, preparatory to the first leg of the long passage home from Puget Sound to New York, via the Strait of Magellan, when I set eyes upon the Fuller once again.

Always keen for a look at the old sailors, I brought my binoculars to bear on the hull and spars of a new arrival at anchor in the stream. Something familiar about the craft held my attention as I scanned her point by point, running the glasses along the full length of her sheer. The wheel house; the gig, upturned on the cabin trunk· the gangway bridge running forward to the gallows frame above the main fife rail, from the break of the poop; the old familiar lines of the fo'c'sle head, and the forward house, the after part marred by a dirty stack; all were the same, the same, but sadly out of tune.

Aloft she fared not quite so well; her lower spars were painted mast color, that sloppy invention of the steamboat seaman. The doublings still retained a trace of varnish, but topmasts and t'gallantmasts were dull with smoky grease. As for her yards, they were not square, and the skysail masts and yards were gone. When she swung with the tide, I could pick out in faded gilt across her stern, A. J. Fuller—New York.

That night I clambered over her rail; the kindly cloak of darkness hid her scarred deck; upon whose sanctified planks we had spent such painful hours with brooms and holystones. The familiar sweep of her bulwarks, the looming form of the old Liverpool pump; the historic spot on the deck where the mate spilled the Dago's blood on that stirring day off the River Plate; all were the same.

It seemed as though the shades of Frenchy, Brenden, Axel, Hitchen, and Old Smith, and all the rest of her company, must come up to greet me; about the main fife rail in the night air of Puget Sound, I for a fleeting moment pictured the watches mustered aft, with Frenchy and Old Smith, answering, "All aft, sir," to the Mate.

The door under the port side of the poop opened, as of old, there was a glow of light from within, and I too, felt the instinctive impulse to sing out "Aye, aye, sir," and lay aloft to some sharp command from Mr. Zerk.

But times have changed aboard the Fuller; the captain was ashore, and the two mates, good fellows after the fashion of their kind, welcomed me on board and we spent a pleasant hour yarning about the old ship; I was not the first of her tribe to return for a glance at old scenes. When about to leave them, I started forward toward the fo'c'sle; a strange voice was singing, I wanted a last look into that remembered home of humble sailor men. The words of a popular music hall ballad jarred on my ears, and I turned back; better let my memories remain unshaken, was my unconscious thought.

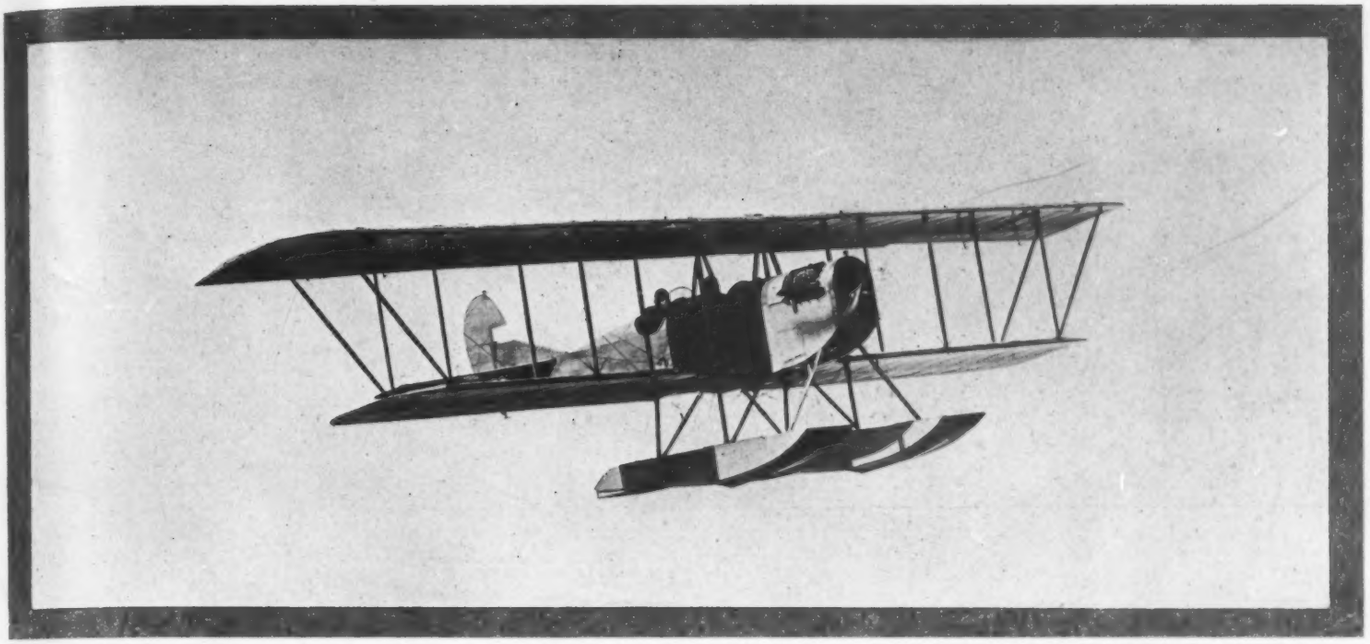
A lump rose in my throat with the haunting recollection of Jimmie Marshall and "Blow the man down;" I turned toward the ladder and tumbled over the side to my boat.

The Fuller was then droughing lumber between Puget Sound and Australia, on her last leg under sail. So the old ships pass away; from the full splendor of their prime with glistening paint and spotless decks and sails; gear taut, and new; to the lesser trades. And the stouter ones survive to serve as barges and coal hulks until the end.

FELIX RIESENBERG

## Careful Workmanship a Necessity in Fitting Bearings

There is nothing complicated or mysterious connected with the renewal or repair of bearings, but the man who makes such replacements or adjustments must be an accurate and careful worker, and while he need not be a born machinist he must at least possess the "knack" of handling tools properly. And he must, above all, realize that the designers and manufacturers of his motor have been dealing in measurements of the thousandth part of an inch and that too great care can not be taken in the repair of bearings to obtain a perfect fit.



A TWO-PASSENGER BURGESS HYDRO-AEROPLANE. CRAFT LIKE THIS ARE ESPECIALLY USEFUL IN CONNECTION WITH THE NAVY, AS THEY ARE ABLE TO SOAR ABOUT OVER THEIR PARENT SHIPS AND SO DIRECT THE WORK OF THE RANGE FINDERS IN THE FIGHTING TOPS

# Concerning Flying Boats

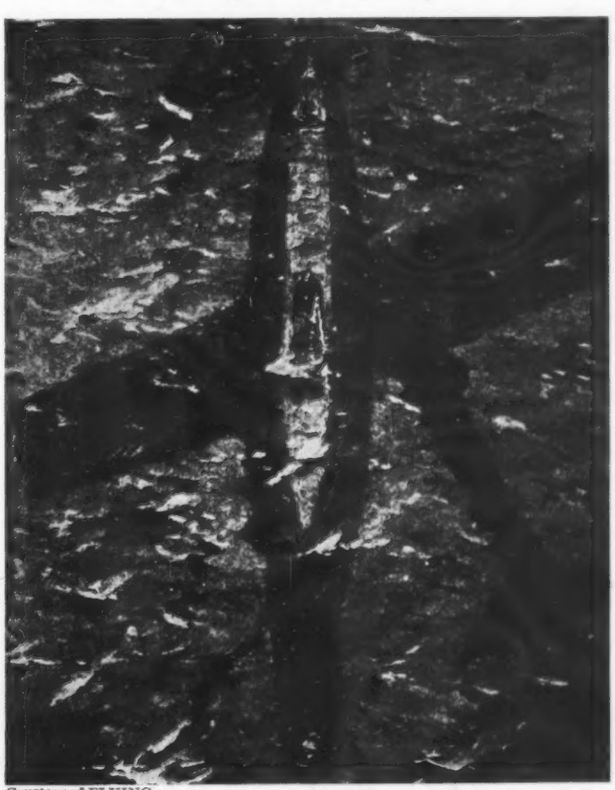
*What American Air Craft Builders Are Doing Toward Winning the Great War*

By CYRUS WILSON

FROM far down the misty halls of time the legend of Dædalus related by Ovid tells us that men longed to fly. Archytas of Tarentum, in the year 400 B. C., built a wooden dove propelled by "hidden and inclosed air," according to Aulus Gellius in his Attic Nights; in the middle ages men tried to fly, and in fact from most remote times step by step until Ader, Langley, Curtiss, the Wright brothers, and others learned the secret of the air—little more than a decade ago—the easy flight of birds has been the wonder and delight of mankind.

The development of the automobile has been rapid, the memory of very young men recalling the first poor single-cylinder machines that were hailed with the appropriate greeting "Get a horse," because most always a horse came in handy to drag the thing home. But to-day everyone's thought is, "Get an automobile," because they are almost perfect. And think of the poor motor boat of a few years ago and its companion at that time, the naphtha launch, duck-sterned craft that were unsafe, slow, crude and expensive to buy and to operate. Motor craft also struggled along step by step and later with immense strides until to-day they spin about our rivers, bays and lakes in tens of thousands, and journey far to sea with safety, comfort and speed.

As remarkable as has been the progress of the automobile and the motor boat, the rapidity of development of the aeroplane and flying boat far outstrips it. Eleven years ago, on October 5, 1905, the world was electrified by the news that Wilbur Wright had flown in a heavier than air machine, remaining aloft for 38 minutes, 3 seconds, and covering a distance of 24½ miles. The machine was able to carry sufficient gasolene to remain in the air for one hour, and was under absolute control of the operator, returning to its starting place and landing perfectly. Since then distance records, altitude records, and weight-carrying records have been broken almost as quickly as they were made.



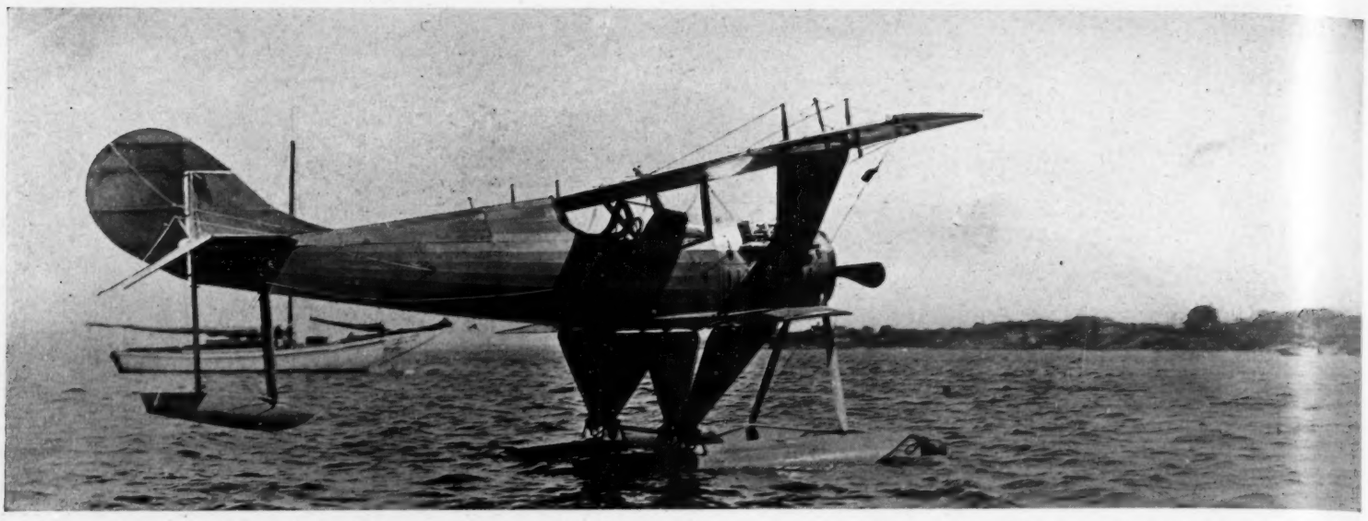
Courtesy of FLYING

THIS PHOTOGRAPH IS OF A BRITISH SUBMARINE ABOUT THIRTY FEET UNDER WATER AND WAS TAKEN WHILE THE SEA WAS CHOPPY. NOTE THE SHADOW OF THE AEROPLANE

In eleven short years the aeroplane's speed has jumped from 38 miles an hour to 130, and in Europe to even more. Today they carry guns and big flying boats patrol the English Channel and the North Sea with the precision and regularity of a soldier on sentry duty and on land and sea they are the eyes of the fighting men of Europe. They control because they anticipate the movements of armies and fleets, and the nation owning the most efficient and greatest number has the battle half won.

The tremendous European War, although devastating cities, farms and the countryside in general, slaying millions, and eating money that may be counted in billions is incidentally and necessarily developing and creating undreamed of advancement in all of the sciences that have become part of our lives to-day. From medicine to civil engineering, farming to aeronautics, progress is being made that is just as enormous as are the almost inconceivable losses.

Aviation, through the expenditure of untold money, has leaped in league-wide



HIGH SPEED IS ESSENTIAL FOR THE SCOUTING MACHINE AND EVERY EFFORT IS MADE BY AERONAUTICAL DESIGNERS TO ATTAIN THE ULTIMATE SPEED WITH A GIVEN HORSE-POWER. THE HYDRO-AEROPLANE SHOWN IS THE BURGESS SPEED SCOUT. NOTE THAT EVERY PART OF THE MACHINE IS "STREAM LINED" SO AS TO REDUCE HEAD RESISTANCE

strides. Machines built to-day are old-fashioned to-morrow, and power plants have become so reliable that continuous flights of hour after hour duration are commonplace performances, so—through the terrible necessity of war—the progress of years of normal times is crowded into months.

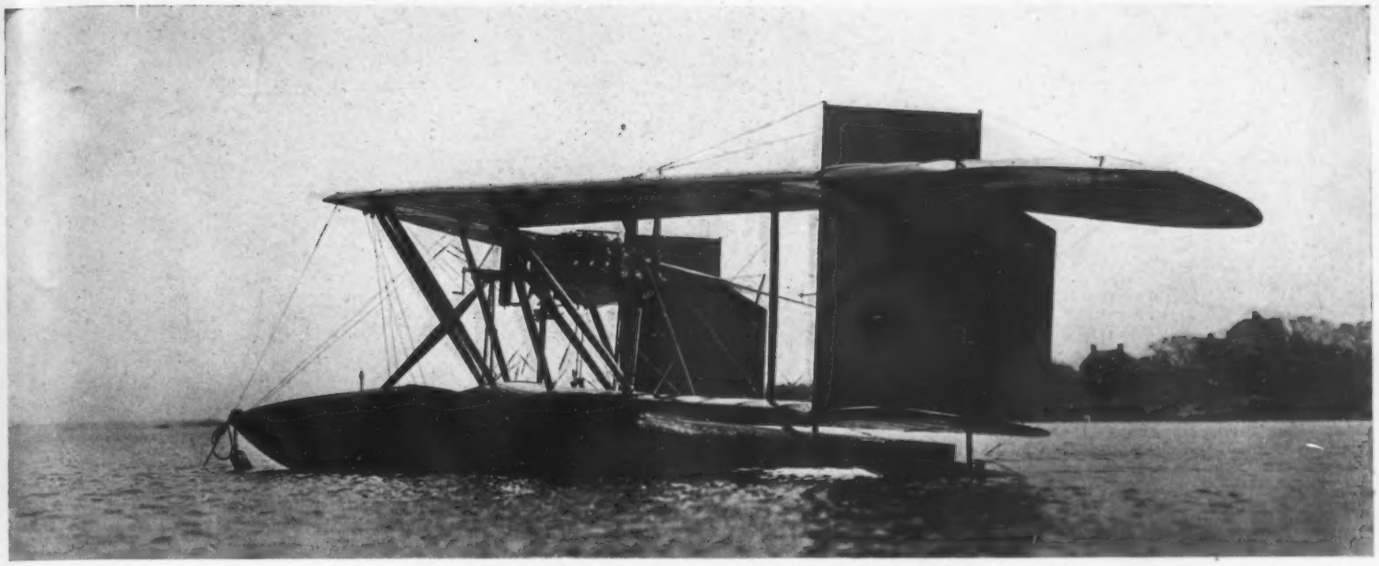
Aeroplanes are divided into three general classes—land machines, having wheeled alighting gear; hydro-aeroplanes, machines of the land type fitted with pontoons allowing of their ascending from or alighting upon water; and flying boats, craft of true boat form upon which are erected planes, motors, stabilizers, rudders, etc.

The flying boat is destined to become the vehicle of aerial travel that will be of the great use to mankind when the war is over, as it offers every thing in the way of safety and better solves the problem of suitable starting and landing places, especially in this country which is blessed with numberless bays, rivers, streams and lakes. Also they have the advantage of being able to proceed on the surface of the water just the same as high speed launches, and this at express train speed. Although the first air craft were built to alight upon the land, it was not long before the early successful pioneers of aviation fitted these machines with crude pontoons and thus demonstrated the possibility of arising from and alighting upon the water.

A BENOIST AIR-BOAT ALIGHTING AFTER A LONG FLIGHT OVER LAKE ERIE

To-day one of the biggest aeroplanes ever built is a huge flying boat. A fleet of these was built by the largest aeroplane concern in America for the Russian Government and these craft are at present doing service in European waters. The flying boat America, built for Rodman Wanamaker in 1914 in anticipation of a voyage across the Atlantic, the fulfilment of which was blasted by the opening of the European war, was the forerunner of this fleet. It was through the building of the America that the Curtiss

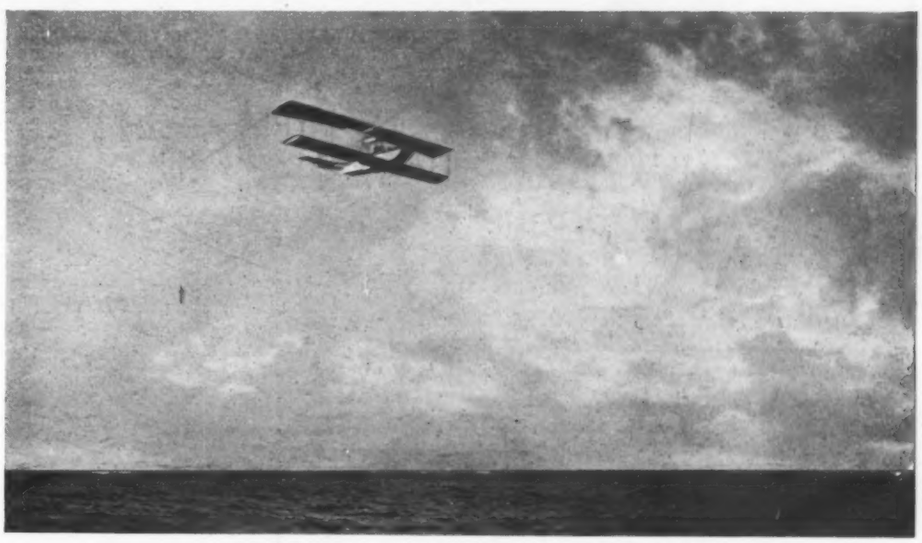
ONE OF THE HUGE FLYING BOATS RECENTLY BUILT FOR THE U. S. NAVY DEPARTMENT AT THE PLANT OF THE CURTISS AEROPLANE AND MOTOR CORP.



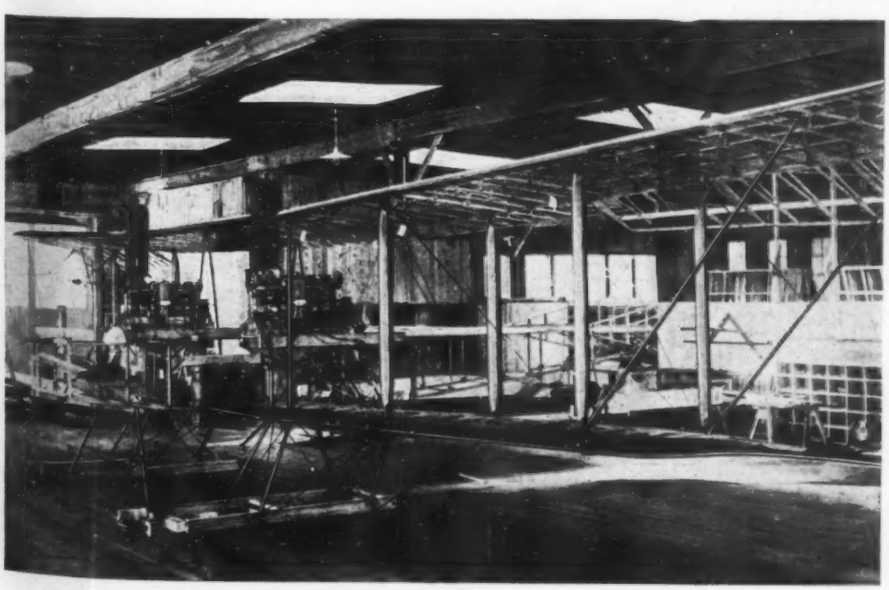
THE BURGESS FLYING BOAT IS AN ESPECIALLY SUCCESSFUL TYPE

Company was able to collect sufficient data to successfully create the Russian boats, and thus those that have been built since.

It is very hard for us poor land and water restricted folks to conceive a machine weighing 22,000 pounds (that is 11 tons), soaring about with the ease of a hawk at a mile a minute speed, but this is just what the Russian flying boats are able to do and are carrying with them numerous men, four barrels of gasolene and an enormous power plant, water, food, navigating instruments and machine guns; in fact, everything required for a long voyage. And isn't it still harder to believe that these machines were actually manufactured, not built experimentally one by one, but manufactured in a large factory and under an organization especially created for the purpose; and the strangest part of all is that the hundreds of men in the engineering department and the thousands in the shops labor just as unconcernedly as though they were turning out wheelbarrows or stoves, apparently never thinking of the marvelous products forming through their efforts or the effect the machines will have upon the future of the world?



IN A FEW YEARS FLYING BOATS WILL CROSS THE ATLANTIC



A BIG TWIN-ENGINED HYDRO-AEROPLANE UNDER CONSTRUCTION AT THE PLANT OF THE STANDARD AERO CORP.

The British Government has also ordered huge flying boats and our own Navy Department has had built a number of large craft. An illustration of one of these is shown.

This particular boat has an overall length of approximately 46 feet. Its weight when empty is around 6,000 pounds and it can carry a load of over 2,000 pounds. Its wing span is almost 93 feet and its height 16 feet, 9 inches. Its power plant consists of 2 8-cylinder V-type motors having a total horsepower of 400. Its maximum speed in the air is 85 miles an hour, and it is able to leave the water at a speed of about 55 miles an hour. Remarkable as it may seem this enormous machine may be easily operated by one man. Surely we live in a wondrous age!

Can't we easily sympathize with the

(*Concluded on page 48*)

LITTLE VIKING IS A TYPICAL SEABURY CRAFT POWERED WITH TWIN SPEEDWAY MOTORS AND HAVING A SPEED OF 23.8 MILES AN HOUR. SHE IS AT PRESENT OWNED BY MR. GEO. F. BAKER, JR. AND IS ENROLLED IN THE NEW YORK YACHT CLUB FLEET

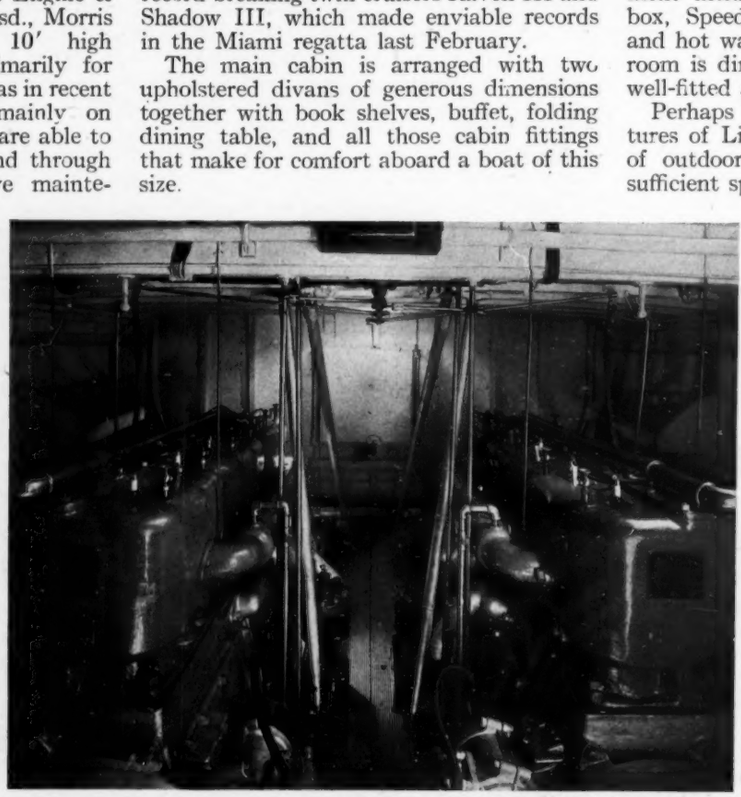
# Little Viking, a Type That is Popular

Some months ago Mr. John McCormack, the tenor, ordered from the Gas Engine & Power Co. & C. L. Seabury Consd., Morris Heights, N. Y., a 57′ by 10′ high speed motor boat designed primarily for day cruising, and of a type that has in recent years become very popular, mainly on account of the great speed they are able to maintain under all conditions and through their comparatively inexpensive maintenance; combined with excellent facilities for comfortable short trips for a considerable party, or for a limited number of persons on week end cruises.

The design shows a well turned hull of powerful and speedy lines. All exterior joiner work is of mahogany, finished bright. The raised deck forward gives ample freeboard and also allows of unusual headroom below it. The steering cockpit is practically amidships and is protected by a glass windshield and standing top of regulation Seabury design. A small deck house aft affords full headroom and splendid light and ventilation for the after cabins. Below decks forward there are accommodations for a crew of two men with pipe berths, lockers, and separate toilet.

Twin 4-cylinder 5¾ in. by 7 in. model M Speedway motors complete with electric starting and lighting apparatus are installed under the raised deck, the reverse gears of these extending under the steering cockpit. The motors are identical in design to those which were used as power plants aboard the record-breaking twin cruisers Raven III and Shadow III, which made enviable records in the Miami regatta last February.

The main cabin is arranged with two upholstered divans of generous dimensions together with book shelves, buffet, folding dining table, and all those cabin fittings that make for comfort aboard a boat of this size.



THE TWIN SPEEDWAY MOTORS ARE INSTALLED IN A WATERTIGHT COMPARTMENT AND HAVE ALL THEIR CONTROLS EXTENDED TO THE HELMSMAN'S POSITION

The galley is arranged on the starboard side of the companionway that leads to the bridge deck. It is a commodiously and conveniently arranged room and its equipment includes a sink, especially large ice box, Speedway alcohol range with broiler, and hot water heater attached. The toilet room is directly opposite the galley and is well-fitted and entirely finished in white.

Perhaps one of the most attractive features of Little Viking is the large amount of outdoor space, the cockpit containing sufficient space for over half a dozen chairs in addition to the stern lazy back seat and the shelter seat on each side of the after companionway. The forward cockpit, also, is roomy and there is plenty of space for one to move about without in any way discommoding the helmsman.

Mr. McCormack had planned to christen the boat Gwen II and indeed this would have been her name had not Mr. Geo. F. Baker fallen in love with the craft and made such a tempting offer to her owner that he was persuaded, after considerable deliberation, to dispose of her. Mr. Baker has enrolled the craft in the New York Yacht Club fleet and hereafter she will sail under the name of Little Viking. As Mr. McCormack desired very much to have a boat for immediate use he has ordered a Speedway runabout which, by the way, is the fourth craft of this build he has owned.

Boats of the fast runabout type are much in demand this year, perhaps because they take the place of larger craft that have been

enrolled in the ever growing coast patrol fleet. Although they cannot take the place of a real cruising boat, they do afford a means, and a pleasant one, of keeping their owners in the great outdoors, for usually, being of small size and not of great freeboard, those using them are close to the water which is a charm alone, because, after all, it is the intimate association with nature, especially her waters, that calls us outdoors.

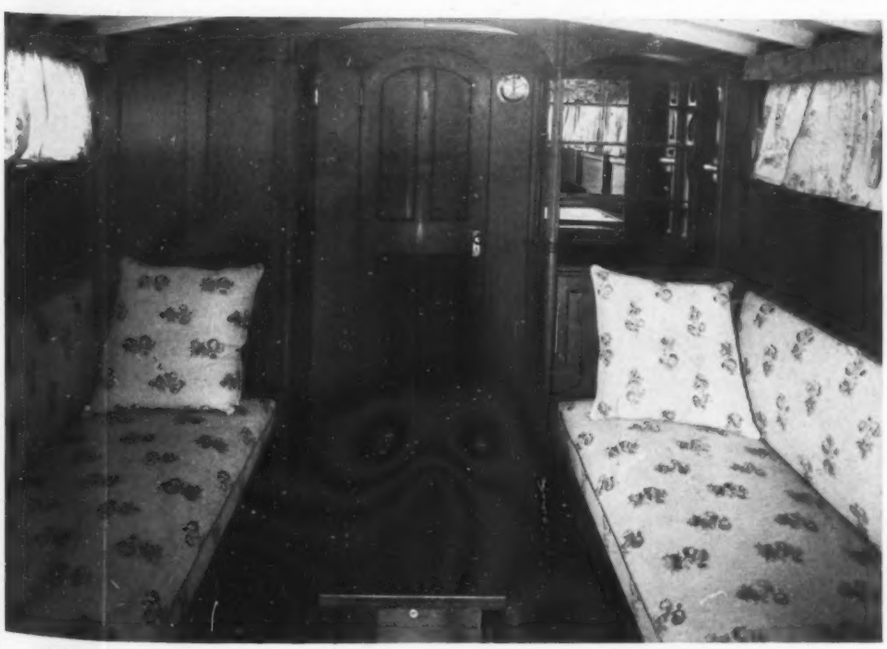
THE AFTER COCKPIT IS AWNING COVERED AND HAS ROOM FOR A NUMBER OF WICKER CHAIRS IN ADDITION TO A LAZY BACK SEAT ACROSS ITS AFTER END

## The International Mercantile Marine Company Lends a Helping Hand

In connection with the campaign of preparedness which is being carried on under the orders of Franklin D. Roosevelt, Assistant Secretary of the Navy, an active effort has been under way during the last month to procure sea-going yachts for immediate war duty. Vessels of this kind must be not under 110 feet in length, with sea-going ability and of large cruising radius. The Government will employ a large number of such vessels as auxiliaries to the other fighting units of the Navy, and the patriotic spirit of many owners who have already come forward to turn over their vessels for this valuable service is worthy of commendation. Not only from ports on the Atlantic Coast, but from various points on the Great Lakes a fleet is being rapidly mobilized, and a number of fine yachts, now in process of alteration, will very shortly be added to the fleet of the Navy.

About a month ago the Assistant Secretary of the Navy organized a Special Board for Patrol Vessels, whose duty it is to secure suitable boats with all possible dispatch. One of the first moves of this Board was to have the International Mercantile Marine Company, 9 Broadway, New York City, designated as the official agents of the Special Board. This brings to the assistance of the Navy in these times of stress the services of the International Mercantile Marine Company's large staff of shipping experts, all of whom are giving their services without remuneration. The Navy Yards in their present crowded condition are thus relieved of a great deal of work, and under this new arrangement owners also are assured of immediate payment for their boats, dispensing with the time-consuming formalities which ordinarily are followed in dealing with the Government departments. The International Mercantile Marine Company is also supervising all alterations above and below decks, arming, outfitting, coaling and provisioning the ships and delivering them, painted in war colors, to the Navy Department for sea-duty.

There is at present before Congress a bill authorizing the requisitioning for this special sea service of all available boats of suitable size and other qualifications, but before this law becomes effective the Special Board for Patrol Vessels and the International Mercantile Marine Company would be very glad to hear from any yacht owner who cares voluntarily to offer his craft for service against the enemy. The work to be accomplished is of an extremely important military nature, so that any owner placing his boat at the disposal of the Government will render the greatest possible service.



FOR A BOAT OF THE SIZE OF LITTLE VIKING THE ACCOMM ODATIONS ARE ESPECIALLY GOOD AND THE PHOTOGRAPH OF THE CABIN SHOWN IS AN EXAMPLE OF THE MANNER IN WHICH THE INTERIOR OF THE CRAFT IS FINISHED

## The Difference Between Voltage and Amperage

An ordinary set of six dry cells, connected in series—or like with unlike poles—will produce a current of between twenty and twenty-five amperes at a pressure of about nine volts—assuming each battery, when new, to deliver twenty-five amperes at a pressure of one and a half volts. The series wiring gives the entire set a combined voltage of all with the average amperage of one. For the benefit of those who have forgotten their elementary physics, let it be remembered that the ampere is the measure of current *amount*, or flow, while the voltage is concerned only with the *pressure* of current. By the use of various arrangements of windings of wires, the voltage may be raised with a corresponding decrease in the amperage—and vice versa. Thus, if a coil is used that doubles the original number of amperes produced by the battery, the voltage will be halved.

# The Triplane Sailplan

By PERCY TATCHELL

By arrangement with the English *Yachting Monthly*

AN esteemed teacher of mine never tired of dinning into the ears of his class the importance of recording ideas and experiments, whether they appeared successful or the reverse. It is largely this recollection that prompts me to set down a few remarks on a new rig, which, in acknowledgment of the source from which the inspiration is derived, the aeroplane, I have christened the Triplane Sailplan. It was after reading some interesting articles in *The Field* (May 1916), entitled "The Aeroplane Speaks," by Capt. H. Barber, R. F. C., that the notion originated, these articles suggesting very strongly the close analogy between the design of the aeroplane and the sailing yacht.

To put it shortly, the prime object of the triplane sailplan is to get a large amount of leading edge in proportion to width of sail. This the aeroplane designer, speaking of the span of his wings in relation to their fore and aft depth, calls the aspect ratio; and the higher this ratio the more efficient the planes are proved to be, though of course there are limits owing to structural necessities.

It is an old story to speak of a tall narrow sailplan as having a high aspect ratio, but the triplane sailplan is an attempt to obtain that condition without regard to the conventional arrangement of mast, sails and rigging.

The idea then matured of dividing the sail area into three triangular sails of about equal size, the mast naturally fitting in between the last two, with the luff of the aft sail vertical.

Here it is, fitted to a London Model Yacht Club 1-metre boat (Fig. 1), model sailing being a happy realm where one can try freak ideas at small cost, and without the prospect of your apparatus staring you in the face in the yacht yard for years on end if it proves a failure.

It will be noticed in the proposed sailplan that as the center of effort is approximately in the middle of the central sail, the boat will be as equally well balanced under jib and mizzen, or under staysail only, as when carrying full canvas.

Next, that the mast is stayed back by one central backstay. In this particular model, which happens to be a long, narrow boat, the stay could be led direct to the end of the counter, and would clear the mizzen boom; but, in the average boat of shorter over-all length, it would need to be secured to a bumpkin, which would have to be a strong spar, stoutly stepped and stayed.

In this manner the mast is permanently stayed in all four directions, and there will be no backstays to ease off for running. Naturally the mast will have to be of good dimensions to resist buckling strains.

Before passing on to see how the rig could be applied to a larger vessel, say, a 5-tonner, let us examine the peculiarities of the model's rig, most of which are necessary to meet the exigencies of model sailing. In the model all three sails are really "balance" jibs, that is they are set on booms from which the downhauls lead off some distance from the forward end, as in a balance lug. The object is to keep the booms down when the sheets are eased off. The downward leverage is less on the mizzen boom than on the others, so that the boom may lift and keep out of the water when the boat is pressed before the wind. The sheets for close-hauled sailing travel on horses of such length as to trim the sails at an angle of eight degrees from the centre line.

It should be particularly noticed that the mizzen boom is not on a gooseneck on the mast, nor is the luff laced to the mast in any way; it stands just like the luff of a jib, and

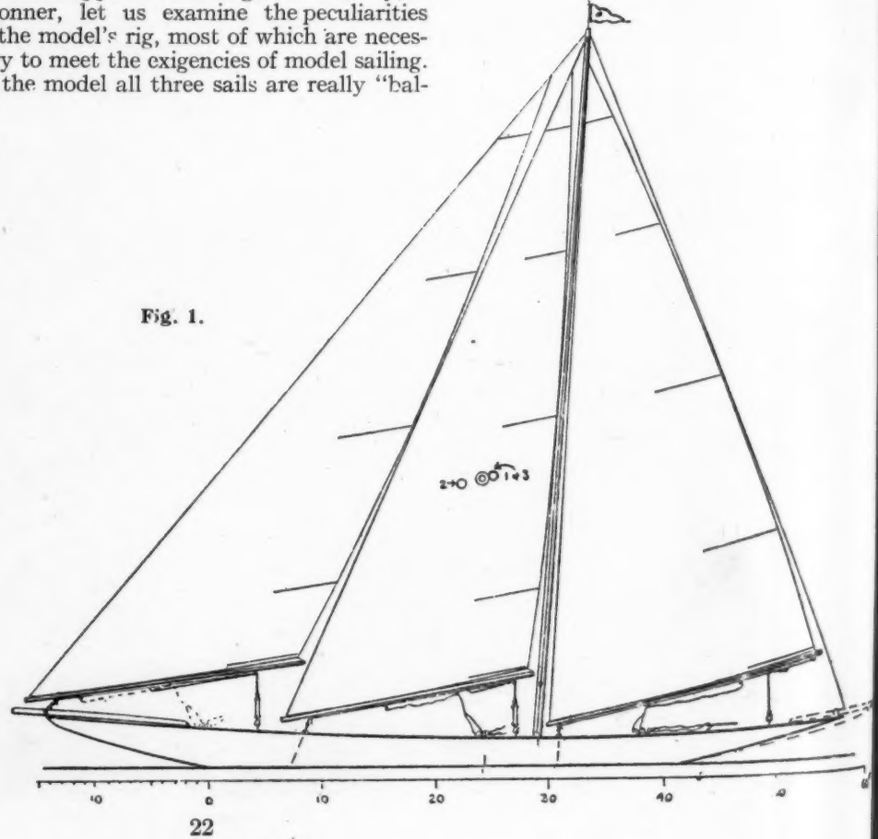


Fig. 1.

the aim is to get a clear entry into the sail, unspoilt by the windage of the mast.

So the mast is a plain strut, with nothing on it from deck to hounds. Here it may be as well to answer the question, "How does the rig answer in the model?" Opportunities for exhaustive trials have been few of late, but this much can be said: for correct balance the model takes the center of effort of the sailplan in exactly the same place fore and aft as in her original sloop rig; she holds a good wind, and goes best when there is plenty of weight in the wind. She sails very well indeed under jib and mizzen with the staysail stowed, and it is amusing to watch her in a breeze eating out to windward under staysail only; but of course under the single sail she badly lacks the hand on the tiller to keep her going. She reaches like a train.

Down the wind, with the mizzen alone drawing, she is, as would be expected, slow. Moreover, owing to the shortness of the mizzen boom, there is very little luffing tendency in that sail when the wind is dead aft; so that practically no helm is needed to keep her straight on this point of sailing, and it is quite impossible to steer in the usual model way off the mizzen sheets; but she steers quite well off the staysail; in fact it was when experimenting with this rig that the steering gadget recorded in the November number Y. M., last year cropped up.

Under Y. R. A. rules the rig would be allowed a spinnaker of horrible dimensions.

Turning now from the model to the real boat, Fig. 2 represents what a nice little yawl, 31 ft. 5 in. over all, and 545 square feet sail area, *might* look like. I hesitate to mention her by name for fear of the vengeance of her designer and owner, but her lines will be found in the Y. M., October 1912, page 498. The ticked outline is her yawl sailplan.

It will be seen that the mast comes back to the forward end of the cockpit, and as a consequence the coach roof can be extended several feet further forward. She has incidentally grown a small coach roof aft, suitable for an engine room.

With two roller headsails—the staysail might have a pull-round spinnaker boom arrangement—and roller reefing mizzen, she would be hard to beat for handiness, and this version of the rig should be suitable for sheltered water sailing. The difficult points in it to my mind are the 39 ft. roller of the jib, and the risky (?) position of the crew in the cockpit when the staysail sheets are flogging in tacking, unless these sheets could be led outside the shrouds, but perhaps the mast would muzzle them sufficiently. The sliding hatch for entering the cabin would have to be on one side.

The center of effort is in the same fore and aft position as in the yawl rig, but nine inches higher. The area of each sail is 180 square feet.

For open water cruising Fig. 3 might be preferable to some. Here, in place of a roller jib, we have a series of jibs with swivel furling. The staysail and mizzen are something of the pattern fitted to the model; each hoists on a permanent stay, to which it is secured by hanks. These would be fastened to the canvas, suitably strengthened, and not to the luff rope. There would be a strong swivel arrangement between the band on the boom and the fastening of the continuation of the stay in the floor of the boat.

The principal objection to this pattern of the rig would appear to be the sheeting of the staysail, running, as it would have to, on a horse across the aft end of the coach roof, in consequence of which access to the cabin would be rendered inconvenient.

This, then, is the rough idea of the triplane sailplan. Although the original object was to get speed, it is quite possible that handiness might prove to be its chief recommendation.

To anticipate the bricks that will doubtless be thrown at it by kind friends, let us give the suggested rig first knock.

"Fancy," says the Triplane, speaking of the orthodox rig, "fancy having your mast right forward; how it must make the boat dive into the seas! Fancy having to go forward to get to your halyards! Fancy having loose spars swinging about up aloft (not you, of course, Mr. Bermudian)! And fancy having to bother to let go your runners each time you gybe!"

## Getting Acquainted With Seamen

When a steamer, which regularly plies its way between American and South American ports recently sailed from New York, there was enrolled on its roster, as a common seaman, one who in the past year has visited 31,000 sailors in the port of New York and yet had never shipped before the mast himself. The man was J. Harold Du Bois, a ship visitor of The American Seamen's Friend Society, 76 Wall Street, and a student at Union Theological Seminary.

According to the Society's records, which have not previously been made public, Du Bois, during the year ending May 15th, visited 31,000 men on 117 ships in dock at the port of New York. These ships represented twenty-two different lines and varied in class from small sailing vessels to the largest trans-Atlantic liners. Du Bois is now making his first trip before the mast with a view to better understanding the sailor's point of view and further equipping himself for welfare work among sailors.

Fig. 2.

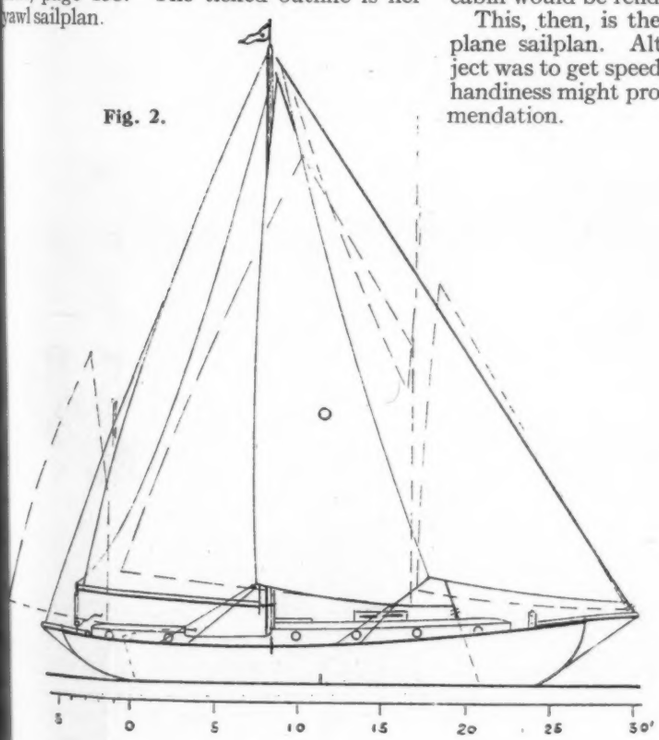
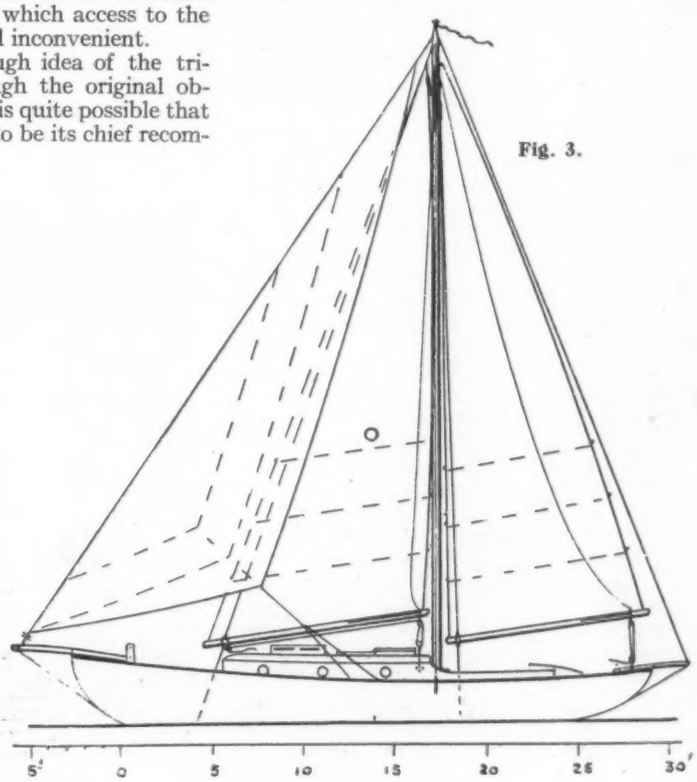
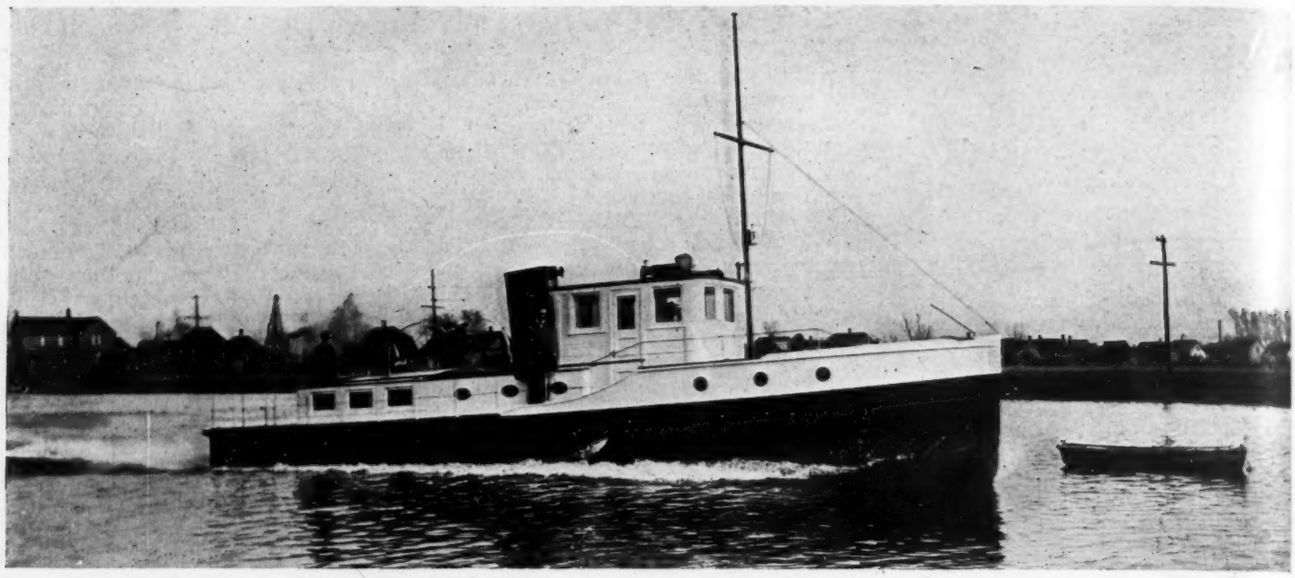



Fig. 3.





BUILT ON THE GREAT LAKES FOR USE AS A PATROL BOAT AT THE ENTRANCE OF THE SOO CANAL, THIS 50-FT. TUG HAS A SPEED OF 16 MILES AN HOUR AND IS POWERED WITH A 200 H. P. STERLING ENGINE

## An Interesting Patrol Tug

This little, though roomy, tug or patrol boat is 50 feet long by 11 feet 8 inches extreme beam and of 3 feet 6 inches draft. Her construction is plain, the craft having been built for government service along the Great Lakes; in all likelihood to regulate the traffic through the Soo Canal. This boat is from designs by J. Murray Watts, of Philadelphia, Pa., and was built by the Richardson Boat Works, Tonawanda, N. Y. Practically all of the material used in her construction is white pine, with the exception of the frames and keel, which are of oak.

The engine room has a homelike appearance with its assortment of wrenches, hammers, nuts, bolts, etc., carefully stored away in tool racks and lockers built for the purpose. The power plant is an 8-cylinder Model F. Sterling engine of 200 H. P. There are no open or exposed working parts to catch clothing as one walks about, while the electric starter, dynamo, reverse gear, and even the fly wheel, are neatly enclosed. While the motor is in operation, there is practically no vibration and very little noise.

Having a speed of 16 miles an hour the craft has the ability to overhaul most of the lake freighters which fits her especially well for this kind of work.

All the motor controls are brought to the steering wheel in the pilot house which is large and also serves as a cabin. Descending a small flight of steps, one enters an officer's staterocm fitted with berths for two, dressers, clothes lockers, and ample storage room for supplies.

There is a rear cabin that has sleeping and locker accommodaticns for a crew of four, the berths being built similar to those used in Pullman cars, the springy upholstered back dropping down when the berth is extended so as to give sufficient width for comfort.

Two large Janney Steinmetz gasolene tanks of 140 gallons each are located under the rear deck, the fuel supply being maintained at the carburetor by a pump fitted integral with the motor.

## A 28-Foot Runabout

For the man who loves the water and who, because of war conditions, may not be able to fit out his cruiser a small runabout of fair speed offers much in the way of pleasure afloat. A photograph of an interesting craft of this kind is shown, which is 28 feet long, 5 feet 6 inches wide, with seating accommodations for six persons. The motor, a Gray 24 h. p., is completely enclosed forward of the bulkhead and beneath watertight hatches. It is equipped with electric starter and all the controls are brought to the wheel, making the craft as easy of operation as an automobile.

The construction of the craft is light, yet strong, the frame being of oak and the planking of cedar. The decks are canvas covered and have a mahogany waterway extending from the bow to stern, while the cockpit joiner work is also of mahogany.

## Why the Crank Shaft Should Be Heavy

There is nothing that will heat a bearing so quickly as a poor alignment of the shaft supported by it. For this reason gasolene engine crank shafts are made exceptionally strong and heavy, especially those that are supported only at their extremities, or at these points and in the center of their length. A shaft that is bent or twisted to even the slightest degree will soon "burn out" all of its bearings, regardless of the amount of oil that may be fed to them. This is because of the unequal pressures on the different sides of the bearing that allow no room for the admission of the film of oil or other lubricant that is necessary in all cases to prevent a "hot box."

A SMALL RUNABOUT OF FAIR SPEED OFFERS MUCH IN THE WAY OF PLEASURE AFLOAT. THE CRAFT SHOWN IS 28 FT. LONG AND IS PROPELLED AT A SPEED OF 18 MILES AN HOUR WITH A 24 H.P. GRAY MOTOR

# A Second Mate's Yarn

*A Deep Water Voyage Around Good Hope to South East Africa. Life on an American Windjammer from the Viewpoint of the Quarterdeck*

By WM. P. BRADLEY

## CHAPTER II.

### Getting Off the Coast

It was not yet daylight when the mate roused me out the next morning and I came on deck to find a fresh westerly blowing and the men having early coffee before turning to. At seven the captain came aboard and the steward had breakfast ready, fore and aft, soon afterwards. As we were at anchor I ate at the first cabin table instead of at the second, as is customary at sea when the second mate keeps the deck while the captain and mate are at meals. We had no sooner finished than the mate went forward to where our sobered-up crew were snatching a pipe-full around their empty mess kids.

"Turn to! This ain't no afternoon tea," he said. "Man the capstan and heave short."

The men tumbled out with satisfactory alacrity, shipped the bars to the capstan on the forecastle head which operated the windlass on the main deck just beneath and—the cook coming out of the galley in his white apron to lend a hand at this hardest and most back-breaking job on an undermanned vessel—the steady tramp of feet as they "walked her round" was soon heard while the heavy links came in the hawse pipe one at a time.

My job was below in the chainlocker tiering the cable as it came in, and with a lantern I climbed down the ladder in the forehatch, ranging the chain in long bights with an iron hook, so that it would run clear when used the next time. As we had a good scope out it was a hard, tiresome job. Presently the chain began to come in more slowly and I knew they had her at a short stay, when the back-breaking part of it would commence.

Then I heard a round but hearty chorus drifting through the open hatch in which were one or two good voices and the words of perhaps the best known anchor chanty came to my ears:

O, say was you ever in Rio Grande? O—you—Rio!
It's there the river runs down golden sand.
For I'm bound to the Rio Grande
And away you Ri—o, O—you—Ri—o!
Sing fare you well my bonny young girls,
For I'm bound to the Rio Grande.

Now your Bowery ladies we'd have you to know,
O—you—Rio!
We're Southward bound—O, Lord let us go,
For I'm bound to the Rio Grande,
And away you Ri—o, O—you—Ri—o!

"Good stuff," I said to myself. "If they keep that spirit up, we'll get along without any trouble."

When she was short the mate bawled to me to come up and hands were sent aloft to loose the fore and main lower topsails and out on the bowsprit to cast off the gaskets of the headsails, for we were going to get under way without a tug. The sails were soon hanging from the yards, the fore lower topsail sheeted home, and the yard braced up, and all hands were ordered back to the capstan. The wooden windlass creaked and groaned as the weight of the anchor embedded in City Island mud was felt; the chanty ceased, and in its place short, sharp sentences, first by one man, then by another:

"Heave an' bust her, now!" "Dig your toe nails in." "Heave and raise the dead." "Now, she's coming."

Finally, the anchor was broken from its mud bed and swinging into a trot the seven men on the bars brought her to the hawse pipe in jig time.

"Tumble up and make sail," the mate bawled down to me and I scrambled up the ladder again. When I reached the deck the headsails had already been run up and were trimmed aback to pay her head off, while the gang were sheeting home the main lower topsail. Slowly she swung off, the foretopsail caught the breeze and filled, and, as the Lillian gathered headway, the mate sent John, the Swede, aft to take the wheel.

Once out in the Sound and headed east off before it everyone was kept on the jump.

"Loose fore and main upper tops'ls and to'gall'ntsails, one hand to each mast," sang out the mate. "Rest of you on the fore upper topsail halyards."

We all tailed on to masthead the yard while the man aloft was still on it making up the gaskets, but we couldn't sweat her up until the hands came down from aloft to give us a hand. Then Bob Griffith, the Irishman, in a high tenor voice, ruined by dissipation, standing on the pin rail facing us, his hands on the fall before it went through the snatch block on deck, started up the two-haul chanty.

My Johnny's gone. What shall I do?
A—way—you—Hee—lo—o.

O Johnny's gone, so I'll go too.
John's gone to Hilo.

O Johnny's gone for evermore.
A—way—you, Hee—lo—o.

I'll never see my John no more.
John's gone to Hilo.

So far the crew were showing up well and doing their work in a willing and seamanlike way and I was beginning to congratulate myself that they were better than they looked. We made all sail to to'gall'nts, fished and catted the anchors, taking one inboard and unshackling the cable, but leaving the other at the cathead until we were clear of the land, and cleaned up decks. By this time it was past noon and the cook had announced dinner, somewhat late.

There were a thousand things to do that first day at sea and it was a good chance to size up the crew and see just what they were worth. All hands were on deck and, barring the boy, they were evidently fair seamen, for they knew where everything led and how to make up and coil down running rigging. Murray had to be shoved around somewhat, and I could hear the men setting him straight when he went wrong.

"Not that one, the one on the pin next to it. Don't you know the to'gall'nt halyards from the royal?" or "Hold the turn here while we sweat her up. Take up the slack when you get it—now, quick—hold it, damn it, hold it!"

But the mate and I let him alone, seeing that he was doing his best and that the men were probably getting all out of him that was in him. It doesn't pay to push a man when he is giving all he has to give, and as long as the boy was willing and jumped up to whatever order was given, I thought it best to let him alone. Besides, he was in the mate's watch and the mate could "initiate" him into his duties in his own way, I figured.

We had a fair, fresh wind down the Sound and were off Horton's Point at 8 P. M., when we set the first sea watch, the old man taking her out, according to custom. This was also my watch, the first watch I had ever stood on the quarter-deck. The men mustered aft promptly at eight bells and I sent Griffith to the wheel and Charlie on lookout on the foc's'le head, cautioning him to keep his eye peeled as there was lots of traffic about, and took my place in the waist at the break of the quarter-deck, the old man pacing up and down the weather alleyway. I felt he was keeping a sharp eye on me and I kept alert and on the job every minute, seeing that the men kept moving, watching the trim of the sails, and taking bearings on the shore lights from time to time. I felt my responsibility that first watch, just as much as the old man felt his; but I was glad, nevertheless, that he was there in the weather alleyway.

It freshened after the sun went down, but we carried to'galln'ts'ls and were doing about seven knots. We passed out through the Race during this watch and the old Lillian began to pitch and heave as she felt the lift of the North Atlantic combers and as the seas behind us began to lengthen out

A SQUARE-RIGGER SLATTING ABOUT IN A HEAVY GROUND SWELL WHEN THE WIND IS LIGHT

in the deeper water. We held a course between Montauk and Block Island until well clear of the latter, when the old man gave me the course, E. S. E., to take us out across the stream.

Just before eight bells I got the lookout down and set the two men at the pumps to "get a suck" before the watch was changed, and called the mate and the port watch. There was very little water in her and I hoped in my heart we had a tight ship under us. As it struck eight bells the mate appeared promptly, I turned the ship over to him, giving him the course and pointing out Montauk and the S. E. Light on Block Island, on either hand, and Little Gull over our taffrail, and went below ready for my four hours in. The captain had some conversation with the mate and then I heard him go to his cabin—he evidently had more faith in his first officer than in me.

It blew up hard during the mid watch and I heard the to'gallants'ls come in, though my watch wasn't roused out to help, and when we came on deck at 4 A. M., we were under all lowers and spanker.

The westerly held the next day while we got shaken down into place and passed extra lashings about everything movable on deck —water casks, spare spars, the boat on the forward house, fire buckets, etc. So far everything was going well. The crew were tractable and willing, the mate helpful to me and letting the men alone, and everything seemed promising for a fine voyage.

It wasn't to last, however, for the starboard watch was roused out at 11 P. M. that night to shorten sail. The mate called me laconically with, "Turn out and shorten sail, Mr. Bradley."

When I got on deck I could tell by the feel of it that the wind was easterly, and a fine dry snow was driving across the deck while the ship was braced up sharp into it and the sea was rising. The courses had been hauled up and the heavy sails were slatting and banging at a great rate. With only two men of the port watch to go aloft (one being at the wheel and the mate on deck), I sprang up the main weather shrouds, for my place was aloft in shortening sail, followed by my watch, and with three of us on each yardarm we got the canvas rolled up and the gaskets passed. Then it was down on deck and lay up on the fore yard to muzzle that sail. There is a hoarse, weird cry the men use when stowing a heavy sail, so that they may get their backs on it in unison, and leaning far over the yard we'd grab the canvas as far down as we could reach and swaying back together at the cry, roll it up on the yard and beat it down with one fist before reaching down for a fresh grip.

To get right out of a warm bunk and up aloft into such a night, pitch black, and with the snow cutting like pieces of glass, was no child's play. We all had bare hands—you can't use mittens aloft—the canvas seemed as hard as a board and our crew too small for the job; but we got it in somehow. Then it was reef upper topsails, one at a time, two men going down to the deck to tend halyards and down haul. With the reef tied down it was sway up on halyards again, all hands.

"Coil down your gear," came the order when that was finished, and then "Set up lee braces," as we took an extra pull to get the yards sharp up.

It was then 1.30 A. M., and our watch on, while the poor men of the port watch had lost nearly half of their four hours below. I heard some grumbling at the weather as they disappeared in the darkness forward, but there was no help for it.

"Sou'-sou'east is as good as she'll look up in this wind," said the mate. "Better let her go at that and keep her a-moving, and keep an eye on the weather."

I looked aft and there was the old man stumping the weather alleyway as usual. I was glad to see him there, you can bet, for I wasn't yet ripe for the responsibility of handling her alone through a gale of wind, and that was what we were in for from the looks of things.

Before our watch was out, there came a crash and an awful banging below from the forward cabin. I jumped down the companionway and found the cabin stove had got adrift and come to pieces, legs, doors, covers and stove pipe going from one side of the cabin to the other, fetching up against the bulkheads with a crash at each roll. We had no sooner secured this than a water cask on deck broke adrift and very nearly went through the rail; but in spite of the blackness and the violent motion of the ship we got it secured finally.

As I turned in at eight bells after calling the mate I noticed that the glass was down to 29.4 and I knew the worst was yet to come. We were now on the edge of the stream and the snow had turned to rain while a tremendous sea was running, but so long that the Lillian had time to rise to it. It was hard keeping one's footing, as we had hardly had time to find our sea legs. At four bells of the morning watch we were roused out to stow the upper topsails and at daylight the old man hove her to on the starboard tack under lower topsails and main topmast staysail.

Here we lay all day and about midnight we shipped a big sea which broke amidships over the quarter deck, smashed in the forward companionway door and flooded the forward cabin. We hustled the crew below with pails and pans to bail it out, much to their delight, for they were so well used to getting all of the flooding in their quarters it was "nuts" to them to see the officers drowned out.

We had on board as a passenger a young chap by the name of Goby, who was going out to South Africa to make his fortune in the mines, as he said. He occupied one of the staterooms in the after cabin and during all this period of bad weather we never saw him at all either on deck or at meals. I understood from Charley, the steward, that he got a thorough cleaning out. He was not much of an acquisition to the ship's company, as will appear later.

When the easterly gale had blown itself out, leaving us still in the Gulf Stream, the wind came in nor'west and blew very hard. We set upper topsails however, and got the foresail on her and kept her off before it, which gave us a chance to see what she would do in the line of travelling. She boiled along in a bad cross sea, which gradually became regular under the influence of the nor'wester, doing at times as much as 11 knots and during the first night we made 120 miles. She was moving right along, in spite of which we were pooped by one sea which caught her quartering and the cabin was flooded again—this time the old man's and the passenger's quarters.

We had a hard time getting off the coast, with a succession of gales, and following the nor'wester we got a northeaster and were hove to for another 24 hours with a mountainous sea running. Our decks were washed constantly and I was afraid we would lose some of our deck gear, but everything held. We all became adepts

at dodging the seas that broke over our open quarter-deck, and when an unusually big one would come along and it was apparent the Lillian wasn't going to climb over it, all hands would jump for the gear and hang on like grim death until it had washed clear. Sometimes one would be lucky enough to climb up, or pull himself hand over hand above the water, but usually it was just grab and hold on.

It was eight days before we were finally across the stream and clear of the coast and during that time I hadn't had my clothes off, turning in all standing in case of a call. But this was nothing strange to me after some years in the foc's'le and my physical comforts, meagre as they were, were so much better than I had ever had before that I could not complain. But didn't that first real wash feel good on a Sunday morning after crossing the stream? At wash down it was my watch. I stripped and had Chapin, who was on the draw bucket, heave half a dozen bucketfuls of clean warm water over me, which I rubbed in well. Having saved a basinful of fresh water from my allowance of a gallon a day, I rinsed off afterwards and rubbed down. Then a shave on the booby hatch and when breakfast time came I felt almost as if I had been through a Turkish bath.

We didn't turn the men to that day after they had washed down and cleaned up the ship, and they had a fine drying out forward and a grand clean up. The foc's'le had been practically awash during the bad weather and there couldn't have been a dry spot in it. However, that didn't worry us aft. We had our own troubles, and the creature comforts of the men they could look after themselves. The grub they got was good. There was hot coffee every morning at 5:30 for the watch on deck and they got enough nourishment to keep the human machine working well—which was all we were after.

*(To be continued)*

## Isn't This All True?

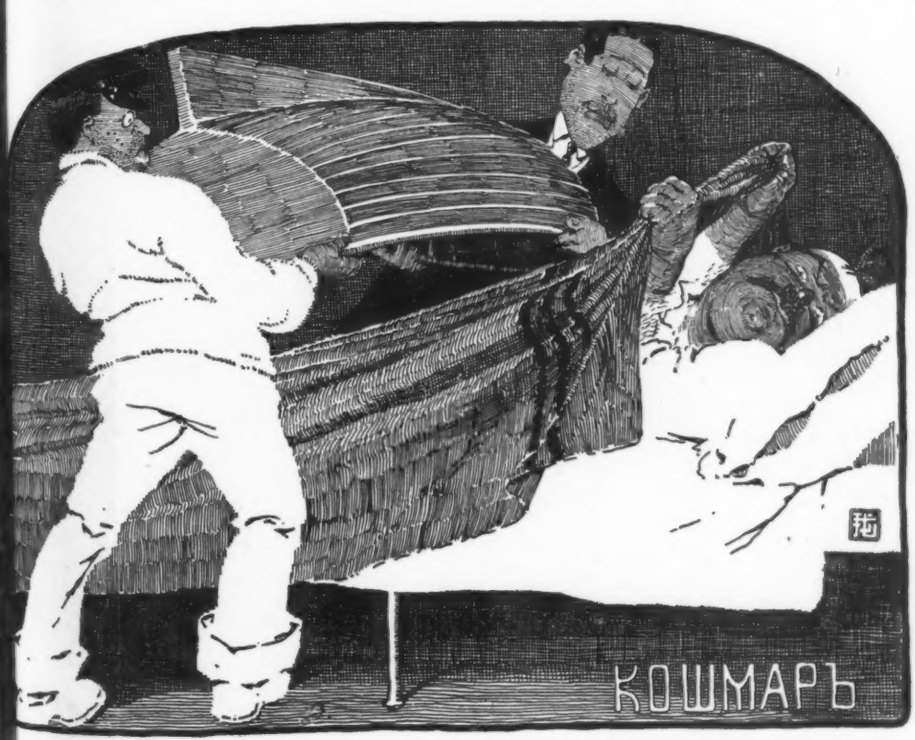
Our English contemporary *The Yachting Monthly* has an interesting article entitled "Sailing Alone Around the World and A Moral," by A. Romney Green, in which, among other things, the author seeks the motive that led Captain Slocum to breast alone the seven seas in his tight, little yawl, Spray. The following paragraphs are especially interesting: "The sailing man is often asked—I was going to say by the Philistines, but let us say merely by the uniniated amongst his friends and acquaintances—what pleasure or profit he can possibly find in the extreme discomforts and occasional dangers of his holidays on a small cruiser. And he generally makes the mistake of trying to meet them on their own plane. He says perhaps that the fresh air and exercise is good for his health, and that the danger and hardship is good for his character, and that health and character are both good for business, and that Waterloo was won on the playing fields of Eton, and so on.

"This perhaps is all very true, and is at least very plausible in certain cases. But none of these alleged reasons for small boat sailing are very satisfactory replies to the extreme proposition, as put, for instance, by McMullen, who apparently killed himself by overwork as a single-hander, or by Slocum, a retired American merchant skipper, who, at his age, was not perhaps greatly concerned either for his health or his character or his business, or even for the naval supremacy of the U. S. A. And if the sceptic is really a Philistine as he usually will be, the proper answer to him in all cases is that there are some things which are worth doing for their own sake without any ulterior end whatever, and that boat-sailing, if you sail the boat yourself—much more if you build it yourself—is one of them; just as many of the operations necessary to war—that of hitting the mark, for instance, or that of bringing in a wounded comrade—are others; and that, after the work which is necessary to earn an honest living—if that is not also another—the whole object of life is to do one or more of those things which are worth doing for their own sake to the extent which your faculties or means permit; and that the Philistine is essentially the person who does not realize this, but who goes on living, and perhaps accumulating the means of life for himself and his children in immense superfluity, without any real object in life whatever.

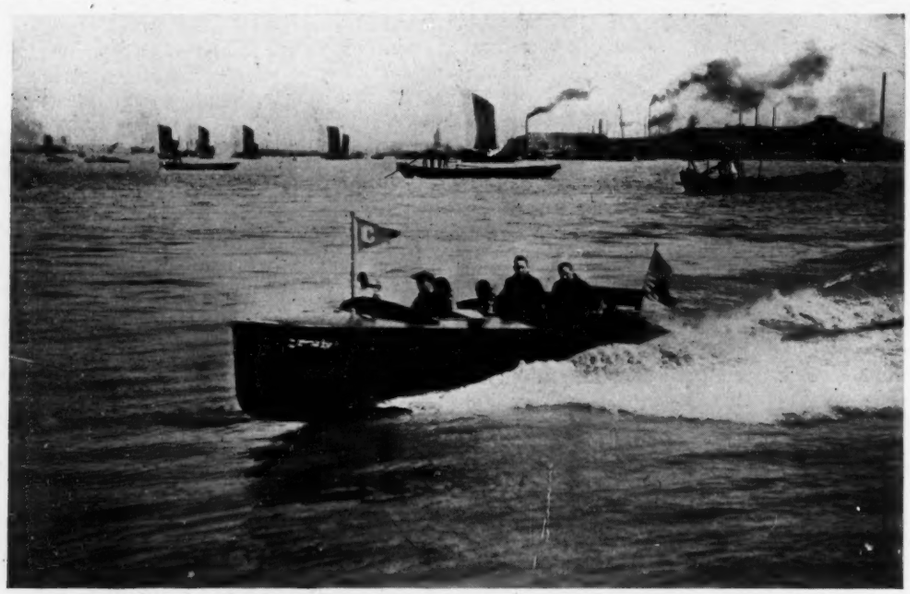
"The two English philosophers who have most thoroughly risen to the occasion of the present war, Mr. Clutton Brock, in his 'Ultimate Relief,' and the Hon. Mr. Bertrand Russell in his 'Principles of Social Reconstruction' . . . . . have each insisted in their own way, and each with special reference to the war, very much upon this conclusion. According to both these philosophers art and science, the exercise of the creative faculties in seeking after beauty and truth, are foremost amongst the ends of life. And according to Mr. Russel the present war owed a great part of its early popularity just to the fact that the war does, strangely enough, afford a much greater scope to the 'creative impulse' than is usually afforded in their daily work to the rank and file, whether manual or clerical, of modern industry. And the small boat sailor as well as the naval man and the soldier, knows well enough what he means by this. In many cases it was almost certainly this mysterious satisfaction of their 'creative impulses' rather even than their patriotism, which lured our too highly specialized mechanics and laborers and clerks and shop assistants to the war, just as it so often lures the business and professional man, and even the artist, who is presumably in less need of such satisfaction, to small boat sailing, and just as it lured Slocum to his great adventure.

"I am personally of opinion that not only art and science and active recreation, including the art and science and active recreation of war and of small boat sailing, but that all kinds even of necessary work, if well and naturally done, afford scope for the creative faculties, and may be regarded as ends in themselves, and therefore as the ends of life. I believe, for instance, that agricultural work, if carried on by smallholders in intelligent co-operation for local or well organized central markets, would offer even a better scope than war for the creative impulses of the men who are now defending their country, and that if those thousands of soldiers who are otherwise

*(Concluded on page 48)*




THE YACHTSMAN'S NIGHTMARE, AS DEPICTED BY OUR RUSSIAN CONTEMPORARY, THE RULEVOY



CATHAY II IS A HAND-DESIGNED RUNABOUT THAT WAS BUILT IN SHANGHAI, CHINA, BY NATIVE WORKMEN. SHE IS OWNED BY THE CENTRAL TRADING CO. OF SHANGHAI, AND IS POWERED WITH A VAN BLERCK MOTOR

## A Chinese Express Runabout

One of the fastest boats in the Orient is Cathay II, a Hand-designed runabout built by a Chinese boatbuilder for the Central Trading Company of Shanghai. The craft is approximately 30 feet long and is propelled by a four-cylinder 65 H. P. Van Blerck motor and has a speed of 30 miles an hour.

The far East better than any other part of the world visualizes the progress in the world's civilization. Here are sampans and junks, propelled by crude sweeps and even more crude sails, similar in design and build to the craft that Marco Polo saw in his journeys of over four centuries ago. All the customs of a byegone age are still alive in China—the same dress, the same beliefs, the same attitude toward life in general, and, strange as it may seem, and in extreme contrast, the smoking stacks of modern factories, machine shops, and blast furnaces, grimy workmen, skilled in the modern trades, well built concrete piers and a water front berthing ships from the farthest ports.

John Chinaman has been long in waking up, but it looks now as though the stupor, in which he has looked only backwards upon the days of his ancestors, for centuries, might be giving away to an awakening that will revive China and so create a wonderful market for American manufactured foods including boats and motors. Her waterways are almost endless, and upon these motor craft may be navigated both for commercial or pleasure purposes, either along the coast or upon the rivers far inland.

## Seal, A Sturdy, Single Hander

Designed by Wm. H. Hand, Jr., the sloop Seal, having an over all length of 37 feet with a waterline of 30 feet 6 inches, a beam of 10 feet 6 inches and a draft of 6 feet 4 inches, is especially interesting to those yachtsmen who are fond of sailing off-shore or along the coast, as she embodies all the features needed for creating a seaworthy and able craft. First off, she is a real sailing boat, a craft that will turn to windward under all conditions of weather and give that joy that a smart sailer alone can give, her sail area being 830 square feet. In addition to her ability to sail, she is an all round power boat, being fitted with a 12 to 15 h. p. Sterling motor which gives her a speed of somewhat over 7 knots an hour in smooth water.

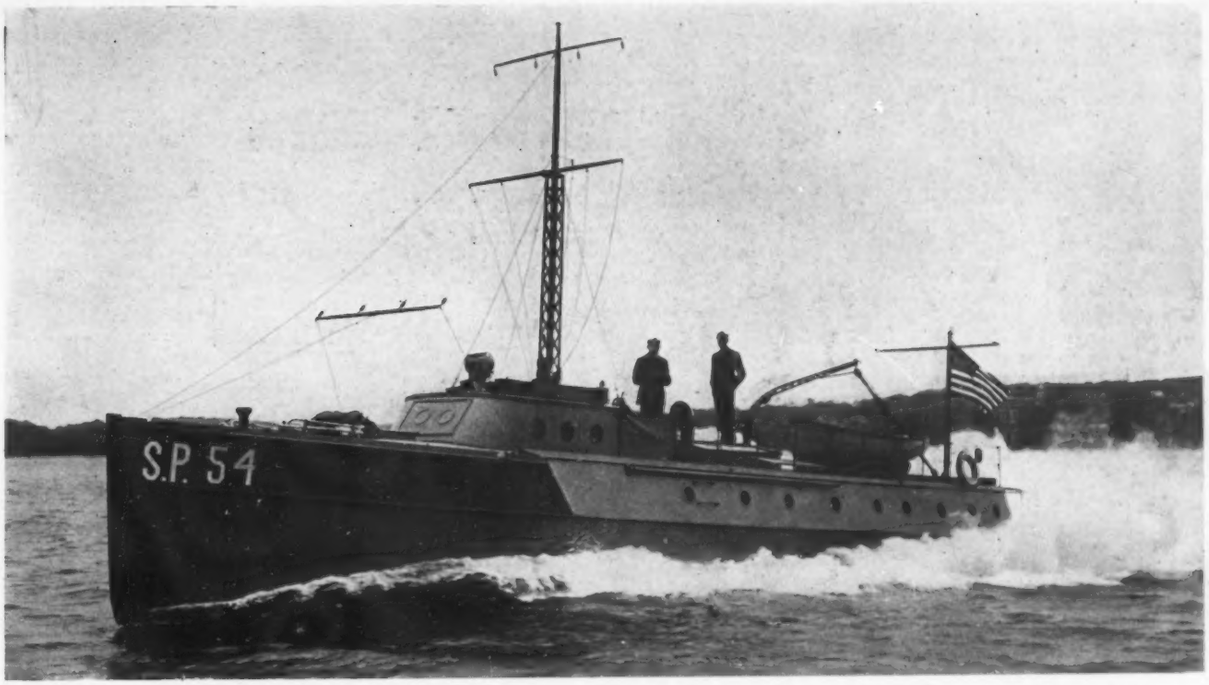
The hull is especially heavy, there being a large amount of teak used in its construction which has proved well worth its extra cost.

The photograph of the craft's interior shows a cabin that has all the ear marks of the sea; snug, with its bookshelves, hanging lamp and well-cushioned wide bunks, its Shipmate range just behind the galley partition and a miscellaneous lot of pots and pans hanging on their appointed hooks. A cabin like this reminds one of the pleasure of cruising and the joy of being afloat somewhere in just such a craft as Seal.

Owned by W. Starling Burgess, of Marblehead, Mass., creator of the Burgess flying boat, Seal was designed and built from her owner's ideas as to what a cruising boat should be and has proved a success in every way.

THE CABIN OF SEAL WITH ITS BOOKSHELVES, HANGING LAMP AND HAVING UNUSUALLY WIDE BUNKS, FORMS A SNUG RETREAT ON A STORMY DAY

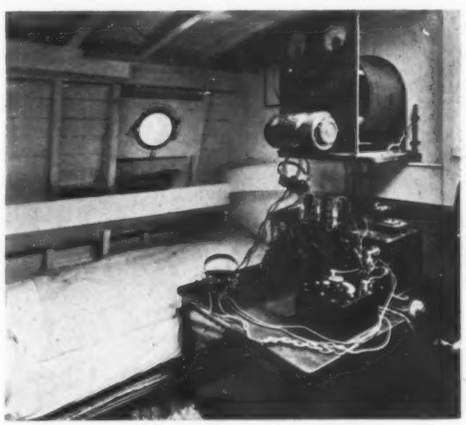
THE SLOOP SEAL IS AN ABLE AUXILIARY CRAFT, SLOOP RIGGED AND POWERED WITH A STERLING MOTOR WHICH GIVES HER A SPEED OF ABOUT 7 KNOTS AN HOUR




S. P. 54 IS A UNIQUE CRAFT OF THE PATROL TYPE. SHE WAS PRESENTED TO THE NAVY DEPARTMENT BY HERMANN OELRICHS, AND IS POWERED WITH TWIN DUESENBERG MOTORS WHICH DRIVE HER AT A SPEED OF 26 MILES AN HOUR

## S. P. 54

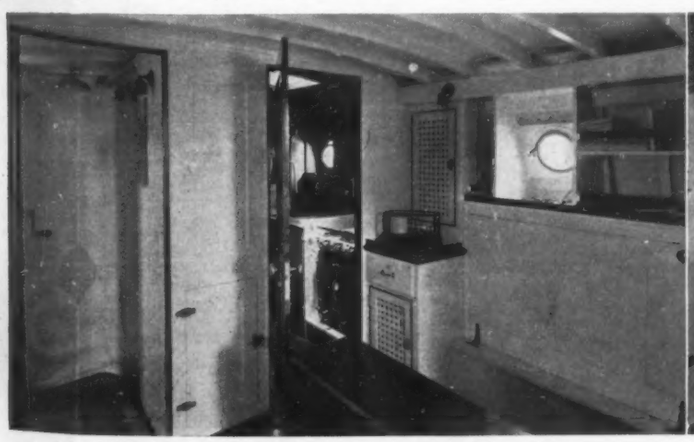
ONE of the most interesting patrol cruisers so far built is S. P. 54, a 63 ft. by 12 ft. 6 in. by 3 ft. 9 in. high speed craft, designed by Swasey, Raymond & Page for Mr. Hermann Oelrichs, and powered with twin 6¾ in. by 7¾ in. 300-400 horse power Duesenberg motors, which propel her at a speed of 26 miles per hour. Her exterior arrangement is unique, especially her tumblehome cabin sides abaft the raised foc's'le head. She is a full bodied boat, and although built with an idea of speed has incorporated in her design all those elements which go toward creating a seaworthy and able craft which, after all, is the type of boat needed for patrol service. The interior arrangements are complete in every way, there being ample room for a full crew. The ghting and ventilating of the craft is especially good, as may be seen from the interior photographs shown, the interior being handsomely though plainly finished.



THE WIRELESS ROOM SHOWING THE PLANT AND BERTH ALONGSIDE FOR THE OPERATOR

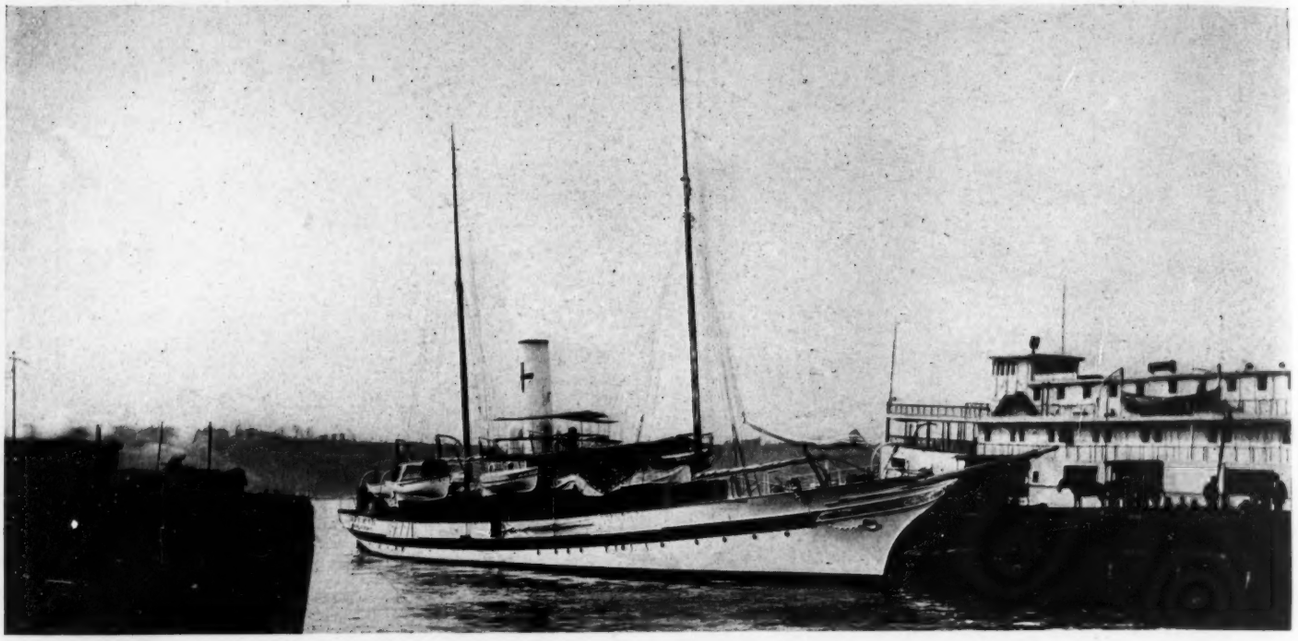
An interesting incident in connection with this craft is that she was one of the patrol boats used recently in searching for a German submarine that had been reported off the eastern end of Long Island Sound several weeks ago. She with other craft patrolled these waters all night long and demonstrated again the ability of craft of this kind to perform the work the Navy Department has planned for them.

Not many years ago a speed of 26 miles an hour was considered remarkable even in the lightest kind of racing craft and every one looked with wonder on boats of this kind for there were not many of them. It hardly seems possible that today we should be building great big, able cruisers having speeds of anywhere from 18 to 30 miles an hour and that the motor boat, which had its beginnings in the crudest kind of craft, should now have become one of the vital means of freeing the seas of piratical submarines.



THE INTERIOR OF THE CRAFT IS FINISHED IN WHITE AND HAS SUFFICIENT ACCOMMODATIONS TO HOUSE A FULL CREW

THE PILOT HOUSE IS ORIGINAL IN DESIGN AND OFFERS AMPLE ROOM FOR THE NAVIGATING OFFICERS



CONVERTED INTO AN HOSPITAL SHIP, SURF, THE BEAUTIFUL YACHT PRESENTED TO THE RED CROSS SOCIETY BY DR. JOHN A. HARRISS, OF RIVERSIDE DRIVE, N. Y., WITH THE HOSPITAL SHIP SOLACE ARE THE ONLY TWO VESSELS OF THIS KIND IN THE U. S. NAVY

# What Yachtsmen Are Doing for the Cause

THE yachtsmen of our country have responded generously to the call of the nation that has bred as fine a breed of sportsmen and gentlemen as the world has so far produced. These men have given not only their personal services for the duration of the war, or longer, if need be, but their boats, their hearts, and their very souls, as well, to help the cause of humanity and to promote the spirit of freedom for which our country stands sponsor. Yachtsmen are in the fighting ranks both as seamen and as officers, some even in the army, and the list of those on active duty is long and honorable and one instinctively knows that at whatever station these men are placed they will fulfill every duty in the same clean, dutiful way they, in a happier past, trimmed the main sheet or stood their trick at the wheel.

Unfortunately, YACHTING's pages are not numerous enough to print the names of the dutiful in bold faced type (at least 12 point should be used), so that pleasure must be foregone.

It would be fine, too, to publish photographs of all the yachts presented to the government and enrolled, but, as this is a naval matter, the Department might forbid, so in lieu of these a list of these craft is given below, which, although including the first five districts only, and incomplete, is proof of our yachtsmen's generosity.

Alone of this fleet a photo of Surf—hospital ship—is shown, because the spirit in which she was given typifies the way in which all yachtsmen have responded to the nation's call—her owner, Dr. John A. Harriss, of New York, stipulating that he must be permitted to serve aboard and also be allowed to pay all expenses while the vessel remains in the service.

Here is the list:

FIRST DISTRICT—BOSTON HEADQUARTERS

Name of Boat and Owner.
Malay—Mrs. Samuel Weld.
Sayonara II.—Charles Blum.
Venture—Mrs. G. F. Silsbee.
Cherokee—Mrs. J. S. Kennedy.
Mist, Content, Etta M. Burns—Edward Morrell.
Rush—Norman H. White, Jr.

SECOND DISTRICT—NEWPORT HEADQUARTERS

Magistrate—H. S. Vanderbilt.
Patrol No. 2—Joel Fisher.
Raccoon—Francis E. Fabyan.
Mauna Loa—A. C. James.
Gula Gula—J. D. Newman.
Dawn—Francis Farril, Jr.
Manatee—J. B. Fallon.

THIRD DISTRICT—NEW YORK HEADQUARTERS

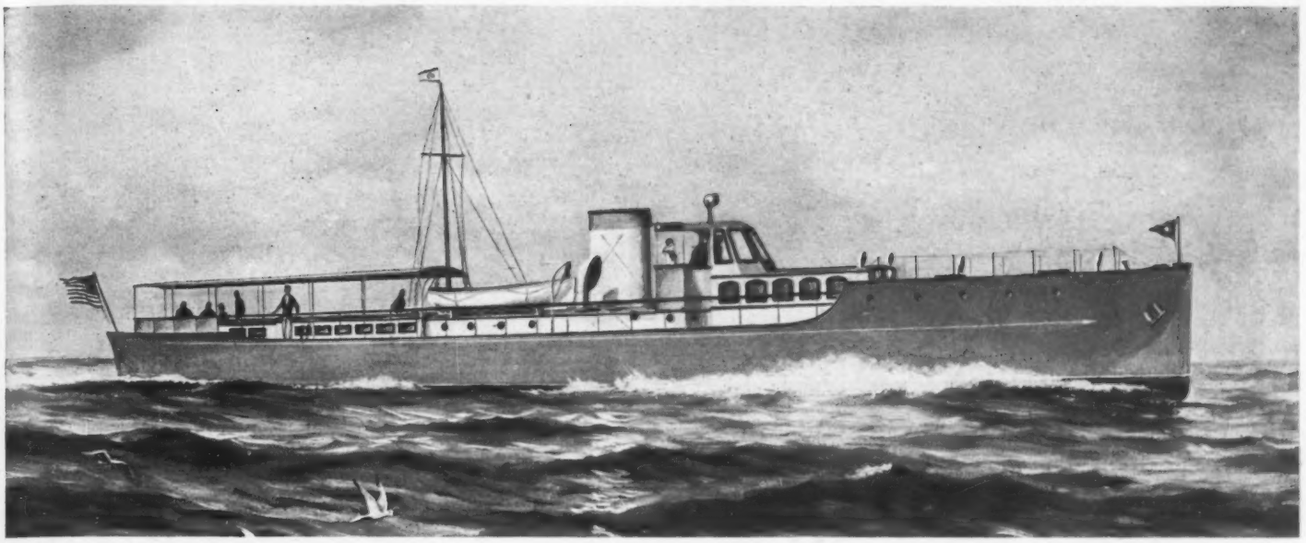
Arroyo—A. M. Huntington.
Corsair—J. P. Morgan.
Aloha—A. C. James.
Noma—Vincent Astor.
Naushon—James Shewan, Jr.
Harvard—G. F. Baker, Jr.
Scout—August Belmont.
Kanawha—John Borden.
Surf—Dr. John A. Harriss.
Sultana—Mrs. E. H. Harriman.
Vedette—F. W. Vanderbilt.
Tarantula—W. K. Vanderbilt.
Gem—William Ziegler, Jr.
Taniwha—H. B. Anderson.
Florence—A. W. Alker.
Mohican—Robert Perkins.
S. P. 54—Hermann Oelrichs
Abaleno—Arnold Schlaet.
Adroit—F. H. McAdoo.
Minerva—Mrs. H. S. Bowen.
Merite—B. C. Dunlop.
Perfecto—J. J. Phelps.
Edith S. II.—C. M. Ward.
Seneca—Johnson Lighterage.

FOURTH DISTRICT—PHILADELPHIA HEADQUARTERS

Zenith—C. Longstreth.
Arawan II.—C. Longstreth.
Petrel—A. I. du Pont.
Nirvana II.—J. H. Merrick.
Nedeva II.—E. T. Stotesbury.
Little A. I. E.—J. P. Wetherill.
Absagamo—Allen K. White.
Ponco—Philip I. du Pont.
Elf—Louis Eisenlohr.
Hiramar—C. J. Eisenlohr.
Sybilia III.—J. S. Betz.
Chipper—I. C. Wetherill.

FIFTH DISTRICT—NORFOLK HEADQUARTERS

Karibou—Harwood Spencer.
Secret—J. N. Baker.
Bagheera—J. W. Kendrick.
Fli Hawk—W. D. Couchman et al.
Qui Vive—Houston Barnard.
Gladiola—Coburn Haskell.



PRIVATEER IS A HANDSOME CRAFT OF NOVEL TYPE BEING BUILT FOR THE HON. R. A. C. SMITH, OF NEW YORK, BY THE GAS ENGINE & POWER CO. & C. L. SEABURY, CONSD., OF MORRIS HEIGHTS, N. Y.

## The 108-footer Privateer

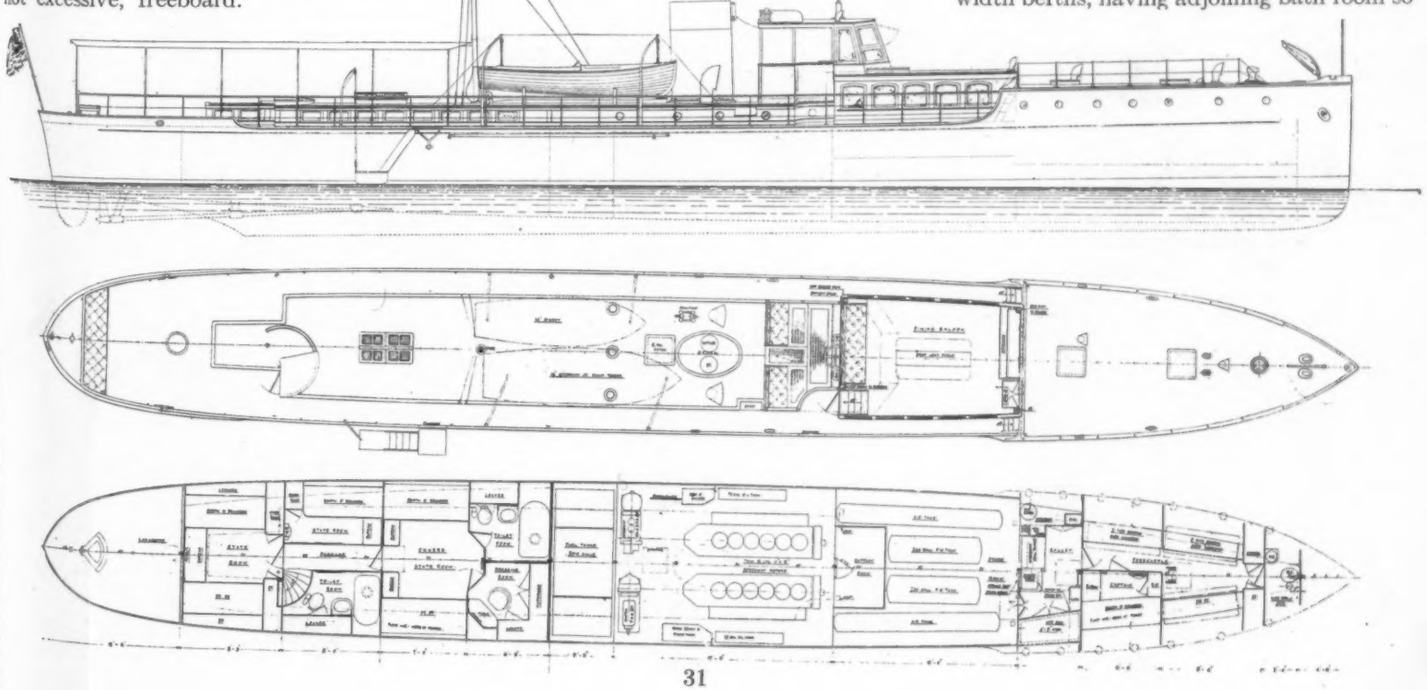
Privateer is 108 feet long and 13 feet breadth of beam, with a draft of 4 feet 10 inches. She is at present being built at the shops of the Gas Engine & Power Co. & C. L. Seabury Co. Consd., Morris Heights, N. Y.

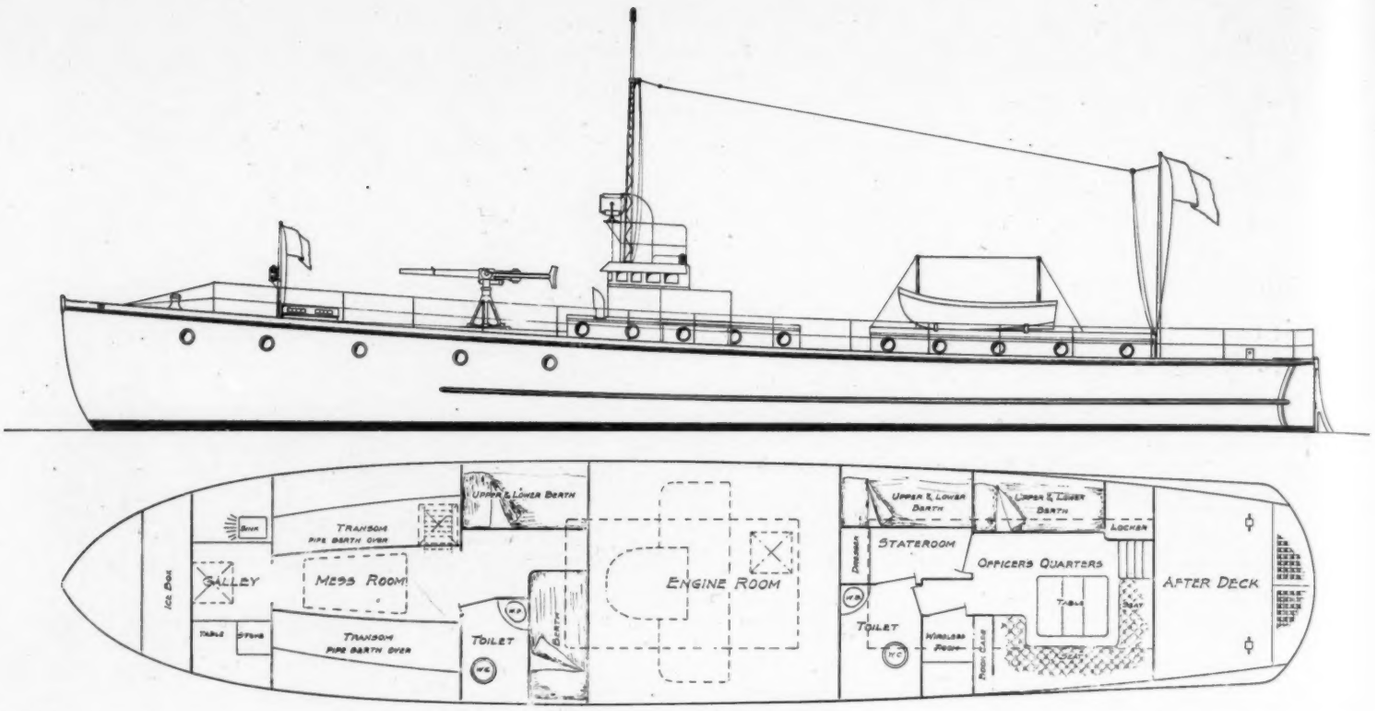
Her general design is similar to that of the 111-foot motor yacht Whirlwind, now in her ninth year, which on trial developed a speed of better than 26 miles an hour and several other Seabury boats, among which are Speejacks, a 77-footer, which may properly be called the forerunner of the present day scout boat, and Thelma, a craft built for Mr. Morton F. Plant, which last summer bettered all previous runs between New York and Detroit.

In general appearance Privateer looks very much like a torpedo boat, she having high topsides forward, forming unusual, but not excessive, freeboard.

Her stern, while not an exact counterpart of the type usually found on naval vessels, is a development which unquestionably will prove its worth under all conditions of sea and weather. The sheer is practically straight and the cabin houses are designed so as to carry out the straight line effect of the hull. A further development of note is the windshield which is strikingly original in design and, despite its conspicuousness, is most pleasing in appearance, being conical in shape with five sections forward, these having a decided rake aft while all of the side sections show but a slight tumble home. The upper half of the center section opens forward and is adaptable to various positions by means of easily operated quadrants. Although the construction is mostly of wood, steel sheer strakes, bulkheads and web frames are weaved into the design to great advantage, thus materially strengthening the hull without adding excessive weight. The planking is of two thicknesses of yellow pine rivetted over oak frames while the decks are of white pine, and the joiner work, mahogany.

The crew's quarters and galley are under the foc'sle head and consist of accommodations for seven men, exclusive of a stateroom for the captain. The galley includes in its equipment many of the latest appliances, some of Speedway manufacture. Aft of these compartments are the dining saloon and lounge. These are finished in appropriate style and offer everything in the way of comfort. The owner's quarters consist of a large state room fitted with two regular full width berths, having adjoining bath room so






placed as to have direct connection with the dressing room as well as the stateroom. The interior finish is of mahogany with simple furnishings to harmonize with the interior design of the craft. A second double stateroom is arranged at the aftermost section of the accommodation space, directly forward of which on the port side is a single stateroom with a bath room opposite. A curved stairway gives access to the deck, its companionway hatch being an excellent example of simplicity, built to a segment of a circle and having the hatch pivotted so needing but one circular slide runner.

The power plant of the craft is two 6-cylinder 11 in. by 12 in. Speedway motors, developing 250 H. P. each. These are the most powerful gasolene units now available and are installed following the latest practice in the gasolene engine field. These motors are of the direct starting and reversing type which have had unusual success in some of the latest motor yachts so far built and are identical to those installed in Tarantula, Mr. Wm. K. Vanderbilt, Jr's. deep sea cruiser.

The auxiliaries consist of a separate Speedway motor driven air compressor, fire and bilge pumps and a 6-cylinder electric generating set. The gasolene tanks are located in water-tight compartments directly abaft the motor room and have a capacity of 2,010 gallons, thus assuring a large cruising radius. Two small boats will be carried, one a Speedway Junior tender and a 14-foot dinghy.

Privateer is probably one of the largest fast yachts to be built this year, and with a speed of 22 miles an hour, she is a splendid addition to the fast fleet of yachts that has been developed by American naval architects and builders. The Hon. R. A. C. Smith, of New York, who, by the way has owned a number of other notable craft, is her owner and the vessel will be used in New York waters.

## Chicagoan, a Craft for the Coast Patrol

A 60-foot Patrol Cruiser, reflecting seaworthiness, strength and speed throughout, is now building for Mr. William H. Stillwell of Chicago, at the works of the Great Lakes Boat Building Corporation, Milwaukee.

The craft is somewhat similar in general appearance to the 110-foot so-called "submarine chasers" which the Navy Department has recently ordered. This design recommends itself, for the reason that it creates great structural strength through the use of fore and aft members, all spaced on short centers and backing up each plank seam. Thus a fabricated structure is built that is practically indestructible and which cannot open up in a sea.

The main armament, which is to consist of a six-pounder, is carried forward of the conning tower on a heavy foundation, reinforced to the frames and carried to the keel with pipe stanchions, in accordance with the latest and best practice.

The arrangement below shows a galley, forward, that is complete in every respect, including ice-box, 4-burner alcohol range with oven, sink with running water, while ample locker space is provided for dishes, cutlery and provisions.

The crew's quarters, following the galley, are arranged with two transom berths and two pipe berths. Adjacent to the crew's quarters, but separated by a curtain, accommodation is found for three built-in berths for the petty officers. The connecting lavatory is completely equipped with toilet and wash basin. The engine room, amidships, has full headroom throughout, and is separated from the compartment forward by a water-tight bulkhead. The power plant is controlled from the pilot house, through telegraph and speaking tubes, and ample ventilation is obtained by means of ventilators looking forward and aft.

The captain's stateroom is provided with built-in upper and lower berths and arranged for direct entrance to a completely equipped toilet on the port side. The junior officers' stateroom is aft, furnished with upper and lower berths on the starboard side and a bookcase and lounging seat on the port side. Both of these staterooms are finished in white enamel with mahogany trim, so that no alterations will be necessary when it is desired to use the cruiser as a pleasure yacht and adjacent to the officers' quarters is a wireless room.

The bridge deck, over the engine compartment, is protected with an approved conning tower which is arranged with lookout position on its top. A steel mast is provided to carry signals and wireless equipment while a 9-inch searchlight is mounted directly over the conning tower and controlled by the helmsman.

Mr. Stillwell's patrol cruiser will be powered with two 8-cylinder 6 inch by 6 inch Van Blerck motors, which will give her a speed of 24 miles per hour which is ample for craft of this type and splendid for so heavy a boat.

By reason of the structural strength, appearance and speed of the Chicagoan she will undoubtedly be among the "crack" boats of any fleet with which she is assembled.

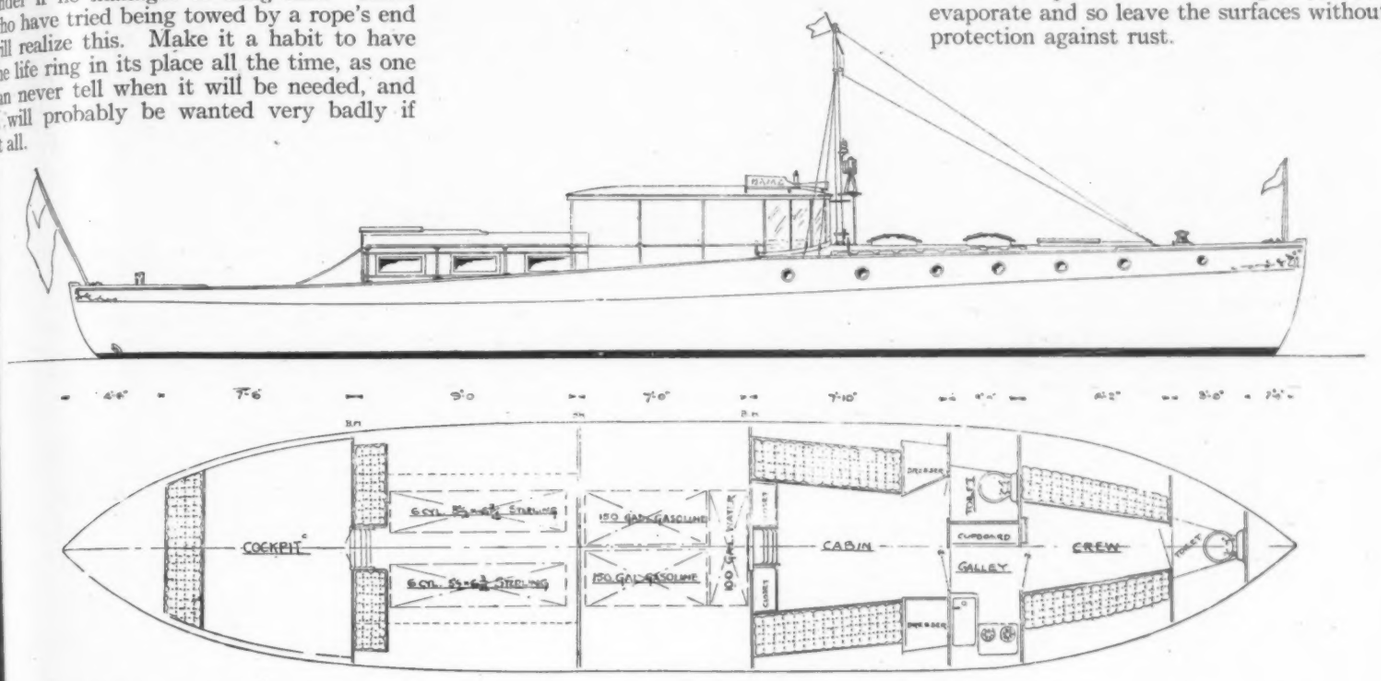
While Mr. Stillwell lives in Chicago his boat will be entered in the Third Naval District at New York, where undoubtedly she will perform fine service as she is of a type much needed for service along the coast.

## Safety First, is Especially Valuable Aboard the Boat

Sometimes one sees a lanyard on the life buoy, this is a mistake as the ring will be torn from the grasp, or the person towed

under if he manages to cling fast. Those who have tried being towed by a rope's end will realize this. Make it a habit to have the life ring in its place all the time, as one can never tell when it will be needed, and it will probably be wanted very badly if at all.

the metal parts free of all grease, soon evaporate and so leave the surfaces without protection against rust.






## A Double Ended V-bottom 50-footer

Designed by the Eastern Ship Yards ompany, Greenport, L. I. for day cruis- g the plans of the 50-footer, shown erewith, are especially interesting. The awings show a craft of 50 feet over all ngth with 10 feet beam and 3 feet draft, V-bottom design, and having in place the usual wide transom a canoe stern, e chine logs sweeping in below the aterline so forming a typical V-bottom aft without the excessively broad, flat ern usually found in this kind of boat.

Her main cockpit is amidships and affords om for a party of considerable size, with enty of room for deck chairs and built-in ats. It is especially well protected by a rcular glass wind shield, which practically rms a light pilot house. All the motor ntrols are brought within easy reach of e helmsman, even the electric starting itch, thus creating a one man boat.

A companionway through the forward lkhead leads to the main cabin, in which located two Pullman berths, closets and ssers. The galley is well equipped and is situated as to serve the owner's table and e crew's table in the compartment for- rd. The crew's toilet is in the eyes of the ft. There is a toilet room adjoining the in cabin, having tiled floor and side lls.

The engine room is under the cabin house and the specifications call for two ylinder 5½" x 6¾" Sterling motors and speed of the boat with these will be proximately 26 miles an hour.

The boat is completely equipped with an ctric starting and lighting outfit.

There is also room in the engine room for a man to sleep, provision being made to bridge the gap over the companion ladder so as to form a full length berth of the two seats shown abaft each engine.

Two gasolene tanks of 300 gallons capacity are under the cockpit floor, the fuel being supplied to the carburetors through the medium of Stewart Vacuum tanks. There is also under the cockpit floor a 100 gallon water tank.

The after cockpit is left open and is of ample size. The craft has a small military mast, searchlight, etc., and provision has been made for carrying a tender on the engine room house.

## Hints as to How to Move a Piston That is Stuck

There are two different causes from which a piston sticks—excessive expansion created by a number of causes while the motor is in operation, or from neglect while the machine is inactive through internal corrosion of the piston, its rings and cylinder walls, this condition usually being caused by the presence of water and sometimes multiplied by lack of sufficient oil film to protect the bright surfaces of the cast iron.

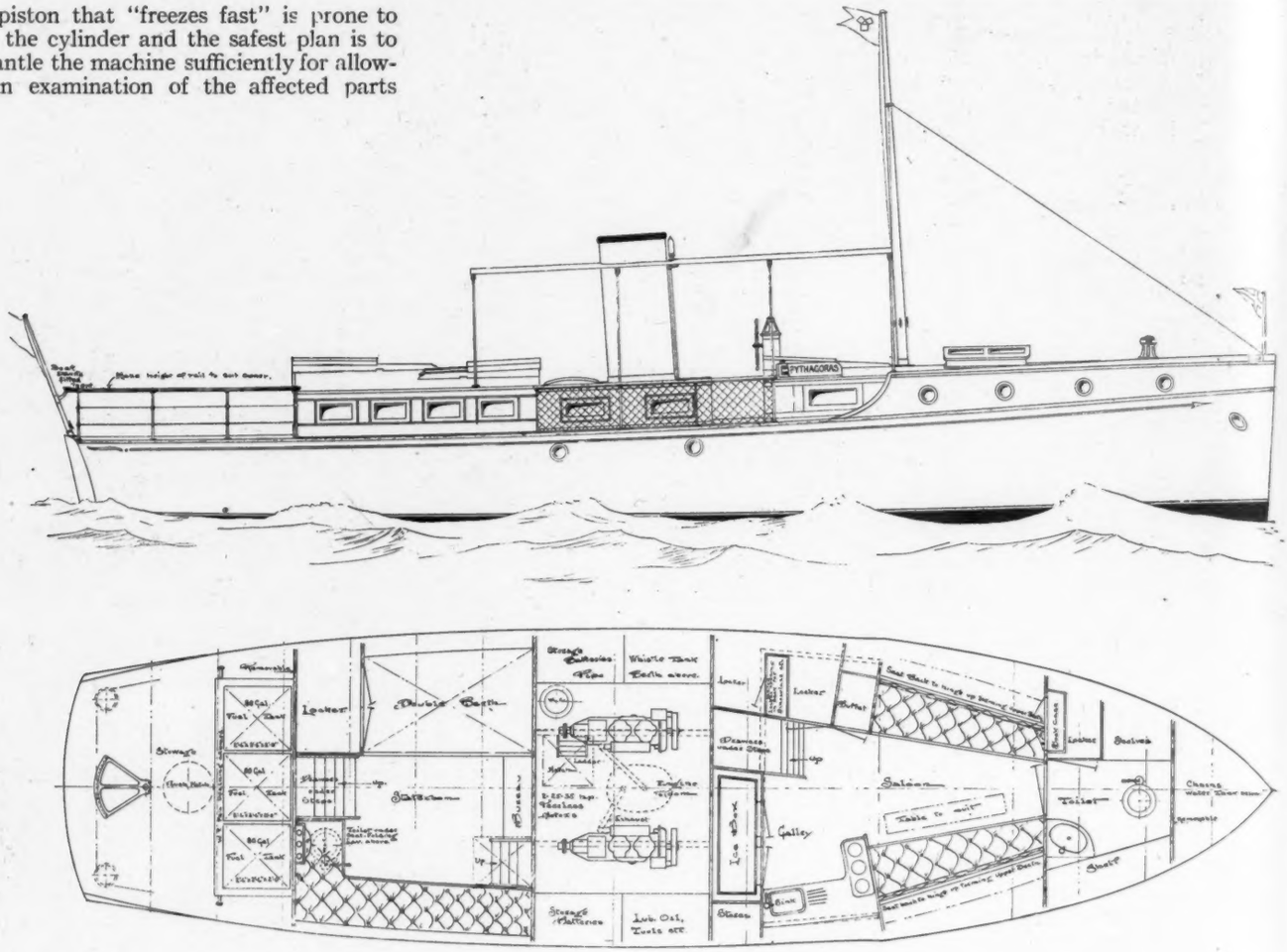
Far better than a corrective agent for any trouble is the ounce of prevention that makes impossible conditions that require correctives. This trueism is as applicable to the care of the gasolene motor as to the care of anything else in life, so, in laying up the motor for the winter protect the cylinders and pistons and all the iron or steel parts of the motor with a copious bath of first class heavy cylinder oil. Kerosene oil or gasolene are worse than useless. They, though being splendid cleaning agents, wash

Should a piston become stuck by rust it may be moved by thoroughly saturating and loosening the corrosion with gasolene or kerosene and then by tapping it with a hammer using a hard lead or wooden rod, thrust through a convenient spark plug hole or valve cap opening, as a punch. This with more or less manual labor on the part of a husky working in harmony at the fly-wheel end of the motor will do the trick. At best, though, it is a makeshift way of doing the work, and it is far more satisfactory to take down the motor and, after the piston is removed, give the whole interior of the machine a thorough cleaning, for rust is death to an efficient motor; it pits the metal and interferes with the proper action of the lubricating oil, and, if the oiling system does not perform properly, the motor is sure to fall down on the job.

Insufficient lubrication causes friction and, as everyone knows, friction creates heat and, in turn, expands anything with which it comes in contact. The piston being, comparatively, a light structure of unequal mass, expands rapidly, quickly becomes distorted and within a very short time binds and becomes locked within the embrace of the circular and cooler (because of the circulating water) cylinder walls. Oftentimes this is not serious and if the motor is allowed to cool the piston will, within a short time, free itself. Slowly pumping cold water into the jackets is a help toward cooling, leaving an outlet for the escape of steam.

A mishap of this kind may, on the other hand, be so serious as to require all the talent available and, in passing, usually there is a lot of it around when anything boat-ways goes wrong.

A piston that "freezes fast" is prone to score the cylinder and the safest plan is to dismantle the machine sufficiently for allowing an examination of the affected parts




to accurately ascertain their condition. If the piston will not budge, remove the connecting rod cap, water connections, etc., thus freeing the cylinder piston and connecting rod from the crank case and shaft and remove the three to a place where a real operation may be performed.

If the piston refuses to move without violence that threatens its destruction, all sorts and means must be used to coax it loose. Among these try heating the cylinder (after removing all removable parts) from the outside, either by means of several blow torches, or by placing the cylinder in a wood fire so that the portions of the casting surrounding the piston receives most of the heat. It is not necessary to heat the metal till it glows for an even heating all around the walls is best. When thoroughly heated stand the cylinder upon its head and pour cold water into the open end of the piston. This will contract it and as the cylinder is fully expanded by the heat the piston may be drawn or driven out without danger of breaking.

Allow the cylinder to cool slowly and, after a vigorous "lapping" with a possible renewing of piston rings, if they have lost their "spring," the parts will be ready for reassembling.

## Twin-Screw, Sea Going Cruiser Pythagoras

Pythagoras is a 43 foot by 12 foot seagoing yacht now building for Mr. E. Paul du Pont, of Wilmington, Del., from plans by J. Murray Watts, N. A., of Philadelphia. Mr. du Pont having owned a number of boats of varying types decided upon a beamy, comfortable craft as the most satisfactory type for his requirements.

The construction throughout is extra strong. and with the liberal beam and high freeboard should make a boat very hard to drown out even in the heaviest weather off shore.

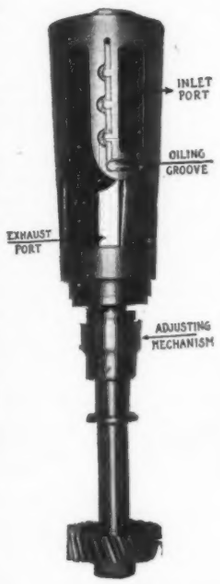
The general arrangement shows a stateroom aft with connecting toilet room having steps to the after deck and to the bridge deck. The engine room is amidships and contains two 35 h. p. motors besides the accommodations for the engineer. A trunk over this compartment gives over 6 feet of headroom. It is ventilated by a stack through which the engines exhaust. An interesting detail is the fact that the exhaust piping is led through a 40-gallon water tank in the stack which not only condenses the exhaust and muffles the noise, but also allows the owner to have a liberal supply of hot water for all the time the engines are running and for a considerable time afterwards. The engines are fitted with electric lighting and starting outfits and are controlled from the bridge so that the yacht can easily be handled by one man. Forward of the bridge is the main saloon with connecting toilet room and a galley. The backs of the transoms in this saloon may be swung up so as to form upper bunks so that four guests may be berthed in the saloon if necessary.

While a fair rate of speed is expected with the 70 h. p. installed, the main object of the design is to provide a maximum of comfort with ease of handling.

The outboard profile shows a boat of seaworthy type following the conservative lines of successful ocean racers such as Bedouin, Caliph, Almax II, etc. the freeboard being over 6 feet forward with a graceful sheer aft to a rounded transom stern. The bridge deck and the after deck are both about 9 feet long giving plenty of deck room, not counting the raised deck forward, which is 19 feet long and laid with very little camber so as to give good footing when handling anchors, or taking observations.

SILENCE in the operation of a Marine Engine means more than the elimination of the annoyance of clattering poppet valves.

In the SILENT VALVE-DRIGGS Marine Engine it means—

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The efficiency of a motor in power, speed and economy depends to a large extent upon the ability of the valves to take in a full charge of gas during the intake stroke and to completely scavenge the cylinder of burned, inert gas during the exhaust stroke.

SILENT VALVE construction with the large unrestricted ports made possible, accomplish the above results with but one valve for each pair of cylinders.

*Write for our illustrated catalogue. It explains how this valve is made possible.*

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**Dept. C.** **120 Broadway, New York**

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# Yachting and Yacht Club News

CLUB HOUSE AND FLOAT OF THE ROCKAWAY PARK YACHT CLUB, NEW YORK

### Another Reason Why We Should Put the Boat in Condition

President Wilson's recent statement in which he emphasized the desirability of carrying on sports without interruption has been taken to heart by the motorboat fraternity.

While it is essential that all forms of out-door recreation be carried on, it is of the utmost importance that nothing should interfere with motorboating. The motorboat has been responsible for the development of thousands of strong, healthy young men, active of muscle and alert mentally—just the kind most needed by the nation these days.

The use of motorboats has made the young men of the country familiar with the water, has taught them the elements of navigation, the basic principles of marine engine operation. These men are ready now for naval service but although many thousands of them have already enlisted we need more. Many of the motorboat clubs throughout the country, realizing this condition, are welcoming strangers to their clubhouses, are encouraging all who have not had motorboat experience, to go out with them and learn how to operate a boat. As a matter of fact, the operation of a motorboat is a very simple thing. There are certain elementary rules in navigation to be followed, but these can be learned in half a dozen lessons. Anyone who knows how to operate an automobile and how to keep a motor car engine in condition, can handle a marine motor successfully with very little practice: the differences between the two power plants are in minor details only.

The average motorboat owner is glad to teach others the mysteries of his favorite recreation. One who wishes to become adept in the operation of a motorboat need only let his desire be known to members of the local yacht club. They will welcome him and see that he is given every opportunity to learn things about the handling and operation of a motorboat which will help him to "do his bit."

### Trapshooters to Give Ambulances to Red Cross

John Philip Sousa, the composer, and President of the American Amateur Trapshooters' Association has offered to the government in the name of the trapshooters of America an ambulance unit for service in France with the American forces. The offer which has been accepted by the American Red Cross provides for the equipment of a complete ambulance unit consisting of twenty motor ambulances, two motor trucks, a kitchen trailer and a utility car.

To raise the $20,000.00 necessary for the purchase of the unit, a National Patriotic shoot will be held during National Red Cross week, in which virtually every gun club in the country will participate.

### Racing Schedule of the Maumee River Yacht Club

Chairman Paul Bowers, of the Maumee River Yacht Club, and his Race Committee have framed a series of Club contests that promises sport for the sailormen and keen interest for the porch brigade. Here is the schedule:

July 1—16 ft., 14-ft., 14-ft. dingheys, 14-ft. cats, yawls and sloops, Star Class.

July 29—16-ft., 14-ft., 14-ft. dingheys, 14-ft. cats, Star Class.

August 19—16-ft., 14-ft., 14-ft. dingheys, 14-ft. cats, yawls and sloops, Star Class.

For morning races:

Preparatory, 9:45.
Warning, 9:55.
Start Star Class, 10.
16-ft. class, 10:05.
14-ft. class, 10:10.
Dinks and cats, 10:15.
Yawls and sloops, 10:20.

For afternoon races:

Preparatory, 2 p. m.
Warning, 2:10.
Start Star Class, 2:15.
16-ft. class, 2:20.
14-ft. class, 2:25.
Dinks and cats, 2:30.
Yawls and sloops, 2:35.

The boats in three races constitute a season class in Star, 16-ft., 14-ft., 14-ft. dinks, 14-ft. cats.

Two boats in two races constitute a season class in yawl and university sloop class.

### Naval Reserves at Eastern Yacht Club

The battalion of naval reserves in training at the Eastern Yacht Club station, at Marblehead, Mass., under command of Lieut. J. O. Porter, tendered Commodore Sears and the members of the Yacht Club a reception in their own club house on May 19. A stand of colors was presented to the reserves by a club member recently.

### Columbia Yacht Club, Boston, Mass.

The Columbia Yacht Club, of South Boston, Mass., opened their station on May 19, with a flag raising and patriotic addresses. The Committee of Arrangements was composed of Commodore H. W. Schatzel, T. R. Campbell, F. W. Fraser and Joseph Spry.

### Bristol Yacht Club Open for Season

The Bristol R. I. Yacht Club opened for the season on June 1. Commodore John S. Palmer, 2nd, presided at the spring meeting of the club held recently, at which it was voted to remit the dues of members joining the Army or Navy. The use of the floats and clubhouse has been offered to the government.

The Sonder Class Yacht Eleanor, formerly owned by Commodore Walter D. Lane, of the South Boston Yacht Club, has been taken to Hempstead Harbor, Long Island, by her new owners.

### Rockaway Park Yacht Club

As has been the custom for a number of years past the Rockaway Park Yacht Club opened its club house on Decoration Day. Commodore Friedenberg and the House Committee wish to extend to all yacht clubs the privileges of their club house at Rockaway Park. Although war conditions will keep a few of the boats out of the water as their owners have enrolled in various branches of the Government Service, the Rockaway Park Yacht Club expects to carry on its yachting activities to the fullest extent possible.

### The Unqua Corinthian Yacht Club

The Unqua Corinthian Yacht Club, of Amityville, N. Y., will arrange for its usual schedule of sailing and power boat races this season. A great many of the members of the Great South Bay Yacht Racing Association, of which the Unqua Corinthian Y. C. is a member, have joined the various branches of the government service. The annual cruise and the championship races on the Great South Bay have been postponed for this year until the international situation again becomes normal. This seems to be the program of a great many of the clubs, practically all of them having planned to hold their local races but to forego championship and interclub races for the duration of the war.

### Large Power Yacht Presented to Government

One of the largest gasolene yachts in the fleet has been accepted for Patrol Service by the Fourth Naval District, with headquarters at Philadelphia, from Henry R. Rea, of Pittsburg, who has donated the boat, fully equipped, for use by the Naval Coast Defense Reserve Force.

This craft is the Monaloa, the principal dimensions of which are: length overall—137 feet 4 inches; length on waterline—108 feet 6 inches; beam—15 feet 9 inches; draft—7 feet 8 inches. She is a flush decked vessel and is powered with two 300 H. P., six cylinder, air-starting Speedway gasolene motors which drive the boat at a maximum speed in excess of eighteen miles per hour.

The Monaloa was built in 1909 by George Lawley & Son Corp., of Boston, for Mr. Chauncey B. Borland, of Chicago, from whom Mr. Rea just purchased her through the firm of Cox & Stevens, of New York. The accommodation is excellent, including large dining saloon, three double staterooms, main saloon, bath, two toilets, etc.

A son of the donor, Mr. Henry Oliver Rea, and a number of his friends have enrolled their services with the Monaloa. The boat is doubtless one of the most valuable gifts to the Navy Department since the declaration of war, and should prove a material asset to the United States Naval Reserve Force.

### An Echo of the Inter Yacht Club Shoot

The following letter will without doubt be of interest to all of those yachtsmen who enjoyed competing for the YACHTING trophies last winter.

NEW YORK, June 9th, 1917.

Mr. H. L. Stone, Editor, YACHTING,
141 West 36th Street, City.

Dear Sir:—On behalf of the New Rochelle Yacht Club and its trapshooters, I beg to express our thanks for and appreciation of the handsome team and individual prizes presented by YACHTING for the Inter Yacht Club trapshooting contest.

Yours very truly,
G. P. GRANBERY,
Captain Gun Division.

### F. W. Bickmann Appointed to U. S. Shipping Board

F. W. Bickmann, of Strong & Bickmann, yacht brokers, has been appointed Chief Clerk in the office of the United States Shipping Board, Emergency Corporation, in the New York Office, 115 Broadway.

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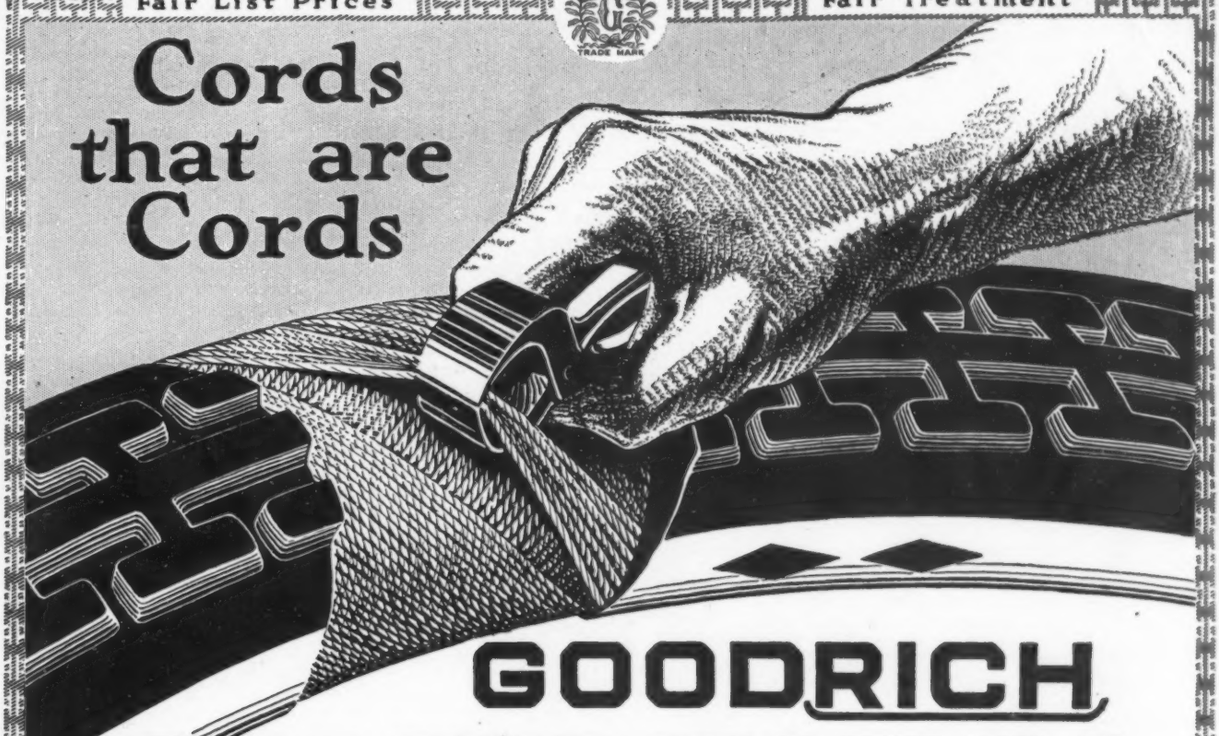
Fair Treatment

# Cords that are Cords



# GOODRICH SILVERTOWN CORD TIRES

BEHOLD the *cord* that has made *cord tires* mean *durability, easy-riding, comfort, mileage,* and *gasoline saving economy* to knowing automobile owners. Behold CABLE CORD, the unique cord made especially for the patent-protected two-ply Silvertown Cord Tires, and found ONLY in them.

Note the SIZE of CABLE CORD, its SUPPLE STRENGTH and the TWO layers of it CROSS WRAPPED into a sinewy tire body.

Wrought of many threads the size of the "cord" of WEB TIRES, strong enough to swing the weight of a man, CABLE CORD gives Silvertowns a flexible strength which, yielding to the blows of a rough road, comes back without jolt or jar.

Fused with rubber as a cobbler's waxed end is waxed—a perfect weld of cord and rubber 40 PER CENT. RUBBER—CABLE CORD keeps Silvertown Tires immune to tire fever (internal friction), the destroyer of many ply tires.

Therefore, Silvertown Cord Tires, the only *two-ply, cable-cord* tires, outlast many ply tires with their multiplied tire fever.

Know them by their Red-Double-Diamond trade mark and graceful extra size, the tires you cannot afford to deny yourself.

THE B. F. GOODRICH COMPANY, *Akron, Ohio*

*Goodrich also makes the famous fabric tires—Black Safety Treads*

*"Silvertowns make all cars high-grade"*

# Of Interest to the Skipper

### Hyde Propeller on Miss Miami

The latest sensation in speed boat circles is the remarkable performance of the hydroplane Miss Miami. According to official reports this boat has attained the marvellous speed of 67.9 miles per hour, which smashes all previous records and hangs up a new mark for the entire world.

Like all of the previous record breakers, Miss Miami uses a Hyde Turbine Type Propeller, and her performance adds another to the long list of Hyde-equipped speed marvels. Such fast ones as Miss Minneapolis, Miss Detroit and Baby Speed Demon II, as well as many others, have used Hyde Propellers in gaining fame, and every indication points to the fact that the Hyde is an extremely efficient propeller for speed purposes.

Hyde Turbine Type Propellers are made for all sizes and types of boats from a launch to a battleship. Information may be obtained from the manufacturers, the Hyde Windlass Company, Bath, Maine, who will be pleased to mail catalogue and quote prices to any interested party.

### An Interesting New Catalog

Chas. D. Durkee & Company, that most interesting of all stores for the motor boatman at 2 and 3 South Street, has issued an interesting new catalog, that from cover to cover is cram full of the things that boatmen would like to have aboard their craft. There are all kinds of anchors and lights and stoves and the greatest assortment of deck hardware, both in bronze and galvanized iron. It has all kinds of paints, gray for the patrol cruiser and white for the yachts, listed between its covers. There are steering wheels and binnacles and compasses and everything needed for the navigation of any kind of a boat and perhaps, and best of all, the catalog represents a concern that carries a complete stock of all these things, making the majority of them at their modern factory, at Grasmere, Staten Island. All the products manufactured by Durkee is trade marked by a device having "D" within a diamond and anyone buying goods so marked is assured of a first class product.

### Popular Gray Powered Speedway Tender

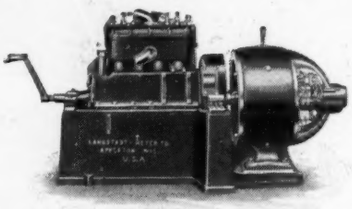
The new 16-foot Speedway tender has recently made its appearance, and has already become very popular. It is constructed of mahogany, finished bright, and has ample seating accommodation for 10 persons. The engine, following the conventional style in yacht tender construction, is installed forward under hinged hatches, built with the customary crown and forward of a handsome paneled bulkhead. The helmsman's seat is directly behind this bulkhead, and throttle and spark control as well as oil gauge, electric starter pedal, etc., are within his easy reach. The engine is exceptionally quiet and its installation in this isolated position further renders noise impossible. The engine used in this craft is the popular Gray Model "F" 12-15 H. P. 4-cylinder 4-cycle machine. The tender is good for a speed of from 12 to 13 miles per hour.

The Seabury people express their entire satisfaction with the results obtained with this engine and have adopted it for these crafts, as standard.

One of the earliest purchasers of this popular Speedway tender is Commodore Howard C. Smith, of New York, who bought the one exhibited in the Gray Motor Company's booth at the New York Motor Boat Show. This tender will hang from the davits of the Commodore's well known 76-foot schooner yacht Zahra.

### A Compact Lighting Set

The Langstadt-Meyer Direct Connected Generating Units have been designed to supply electric current at a low cost of operation and maintenance for those people living outside of towns and cities having central station power available, or where a self contained, portable unit is required. They are especially well adapted for installation in power craft, as their operation does not require an experienced engineer. The units have been designed after years of experience in the construction and operation of electric light plants, and the designers have succeeded in producing a machine of the highest grade, compact and of light weight. The governor takes care of fluctuations, so a constant voltage is maintained without the use of storage batteries.



A COMPACT ELECTRIC LIGHTING SET MADE BY THE LANGSTADT MEYER COR.

These plants are made in sizes that make them adaptable for yacht use.

There is no system of lighting better adapted for boat use than electricity. In fact, it is the only safe one and whether the boat is a 25-foot cruiser or a 250-foot steam yacht electric power of some kind is absolutely necessary.

### A Steady Growth of Trade in Artificial Ivory

The buyer for the toilet goods department in one of New York's largest stores recently stated authoritatively that his ivory sales—the store sells practically exclusively Ivory Py-ra-lin—constituted 90 per cent. of his business as against the remaining 10 per cent. made of silver, ebony or wood.

Certain it seems that the "ivory" business is developing from a small hit-or-miss, half-apologetic business to an exceedingly substantial and prominent industry. An increasing number of the better grade jewelry, department and drug stores are taking up and aggressively going after the ivory toilet article business.

Several things make the way easy. The new merchandise is hygienic and sanitary. It requires little or no care. It is of plain appearance and so always in good taste. It harmonizes well with the sleeping rooms where it is used. Its very nature enables the manufacturer to offer a range and scope of patterns that includes everything that even the most fastidious could desire.

The Arlington Company, makers of Ivory Py-ra-lin, has lately become conspicuous in the artificial ivory field partly for the reason of the extensive advertising campaign upon which it has embarked and partly because of the transfer and ownership of the company to the well known Du Ponts, of Wilmington, Del.

The advertising campaign which is being carried to both the trade and consumers alike is a clear indication that it is intended to establish Ivory Py-ra-lin as America's, and in fact the world's, foremost make of goods of the sort. The campaign as started is appearing in all of the well known class papers, such as *Vogue*, *Vanity Fair*, YACHTING, *Travel*, etc., and in all of the more prominent general magazines like *Cosmopolitan*, *Metropolitan*, *Life*, *Red Book*, etc.

The acquisition of the Arlington Company by the Du Ponts is also significant. It is sure indication that the DuPont organization, famous for its business foresight and acumen, sees a perhaps undreamed of future in store for Ivory Py-ra-lin, and has determined to develop, push and advertise it to the very fullest extent. It will be well worth the good merchant's time to follow the Ivory Py-ra-lin proposition and to make use of it, for it may well concern his store and activities.

### How the Packard Electric Company Gains Its Employees' Loyalty

Loyalty to the organization on the part of employees must be earned before it can be bought, and after it has been earned, a liberal return therefore is a good investment.

This is the attitude of The Packard Electric Company, of Warren, Ohio, as displayed at a recent meeting of the Company's employees at Packard Park Shelter House.

At this meeting it was announced by President N. A. Wolcott, that The Packard Electric Company had purchased a group life insurance contract which insures the life of every employee for the amount of one year's salary.

The insurance increases with salary increases and also provides an increase of $100.00 for each year of service after December 1, 1916, with a maximum increase of $500.00. The premiums are paid wholly by The Packard Electric Company and have no bearing whatsoever on any of the welfare activities of the employees themselves. The benefits derived from this insurance feature are in addition to those provided for by the Ohio Compensation Law.

In announcing the establishment of the new benefit plan, Mr. Wolcott stated that it was not an experiment for the purpose of feeling out the attitude of the employees. He had worked his way through the electrical industry and knew the view-point of the employee as well as that of the employer—he knew that the Packard employees would recognize this latest move as the logical outcome of the past policy of the Company, which policy has been to educate the employees that their interests and the Company's interests were alike and that anything which the employees did to further the interests of the Company would invariably meet with approval substantially shown.

In addition to the distribution of the insurance policies, the meeting was marked by the presentation of a bonus to those employees who have been with the Company for five years or more—the size of the bonus being governed by the number of years each recipient had been connected with the Company.

### Jeffery's Marine Glue

Insist on having Jeffery's Marine Glue in all its various grades, for it is the best for the money and the most serviceable. Pound for pound it will go further and do a better and more lasting job than any other make, so do not be deceived by cheap imitations and see that the trade mark is on every package.

You will surely need some of this material sooner or later and, as it is for sale by all yacht, boat and canoe supply houses, hardware, paint, oil, and sporting goods dealers throughout the country, is easily obtained.

The largest dealer nearest you is probably an agent; if not, he at least carries a stock of this material or will order it for you as cheaply as we

# GETTING TOGETHER
## A PERFECT TRIO

Arrow, 2 Cyl., 4 H.P. Detachable Rowboat Motor

Years of painstaking experiment by two separate companies have been brought together in one company by our outright purchase of all patents, patterns, tools, good will and titles of the Waterman Motor Company's Marine Motors.

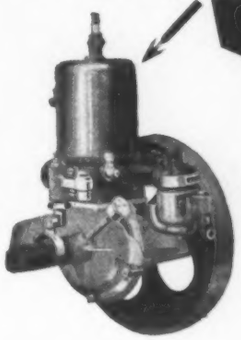
In the models shown you will find a type exactly suited to your needs.

If you are confronted with treacherous waters full of hidden reefs and snags, the new Tilting Device of the Arrow Motor absolutely overcomes this peril. This makes it perfect for shallow water or for easy beaching.

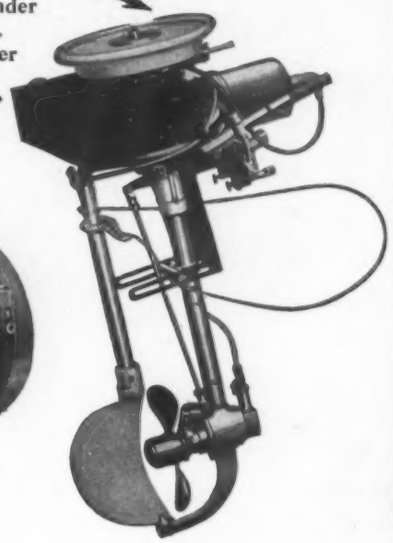
For the canoe lover, Model K-1 Single Cylinder, 2 H. P. (36 lbs.) also our Model K-2, 5 H. P. (60 lbs.) exactly fill the requirements of a light weight power plant which strengthens the light craft in which it is installed. It makes possible an easy home coming after a day of freedom in the wilds.

The Single Cylinder, Waterman Porto, is the acme of easy "automobile" control for motor boats. You can raise or lower the friction clutch propeller lever and adjust it to a nicety for trolling quietly, full speed ahead or any intermediate speed.

Inboard, Single Cylinder
K-1, 2 H.P. 36 lbs.
K-2 Double Cylinder
5 H.P. 60 lbs.



Waterman Porto
Single Cylinder, 3 H.P.
Detachable



The independent rudder device means steering from anywhere in the craft even when the engine is not running.

Catalogs of our complete line of perfect light motors is yours on request. Let us also tell you about our A 4 Special Motor of more power for larger boats. Write today.

## ARROW MOTOR & MACHINE CO.

**General Sales Office, 637 Hudson Terminal Building, New York**

DEALERS: Foreign Sales Manager, J. E. SITTERLY, 47 BROADWAY, NEW YORK Factory, NEWARK, N. J.

**Dealers: Write us for our proposition to you**

TRADE MARK
MARINE

## YACHT GLUE

for paying the seams of Yachts, Motor Boats, etc. Adhesive, flexible, insoluble, extremely durable and always reliable. Samples and quotations at your service. Send for them now.

W. A. BRIGGS
Bitumen WB Company
3303 Richmond St.
Philadelphia, Pa.

ESTABLISHED 1840

## GEO·B·CARPENTER & CO.

MARINE HARDWARE
SHIP BUILDERS' SUPPLIES
SAILS, RIGGING and EQUIPMENT

440 Wells Street, Chicago

CONTRACTORS TO THE U. S. ARMY & NAVY

Send 20c in stamps for 500-page Marine Catalog —to be refunded on first order.

# Yacht Insurance

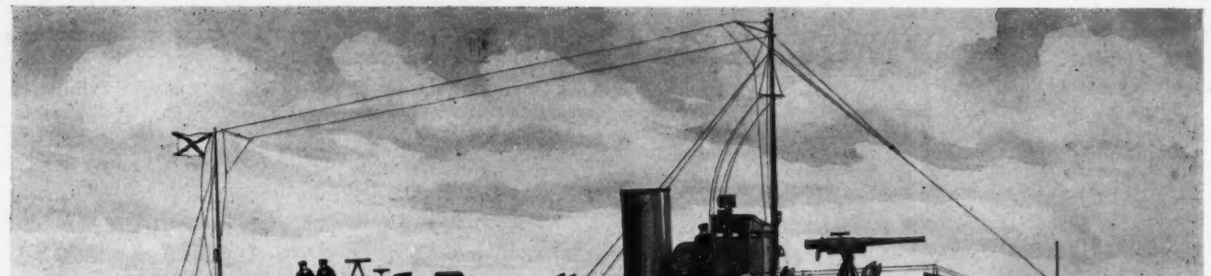
WE MAKE A SPECIALTY OF ALL MARINE LINES; INCLUDING YACHTS AND POWER BOATS

## Boston Insurance Company

Head Office: 87 KILBY STREET, BOSTON, MASS.

New York Office: 66 BEAVER STREET

Baltimore Office: CHAMBER OF COMMERCE BLDG.



A DUESENBERG POWERED 72-FT. PATROL BOAT

could sell it direct. Send him your order. L. W. Ferdinand & Co., of Boston, Mass., publish a mighty interesting booklet on marine glues that you should keep on file.

### Yacht Brokerage Business Active

The office of Stanley M. Seaman, Yacht Broker, 220 Broadway, New York, reports an unusually active season in the transfer of all types of yachts, a good many of which have been purchased by individuals and turned over to the Government. Prospective purchasers would do well to communicate with this office before making final decision, as a representative was in Washington recently to confer with the Assistant Secretary of the Navy regarding the acceptance by the Government of boats to be used for Patrol service and the information gathered will be cheerfully furnished to anyone interested.

The following are among the craft sold:

65-ft. gasolene cruiser Wandena, sold for the N. Y. Yacht Launch and Engine Co., to J. Brooks Nichols, of Detroit, Mich. 62-ft. gasolene cruiser Athena, sold for J. A. Elliot, to Augustas Barratt, Colonial Yacht Club, N. Y. House boat Framalin, chartered for James Laughlin III, to C. M. Everest, Rochester, N. Y. 50-ft. express cruiser Black Duck, sold for Alexander Sellers, of Philadelphia, Pa., to Michael G. Price, of the same city. 40-ft. express cruiser Caprice, sold for Frank F. Hill, Memphis, Tenn., to Harvey S. Chatfield, New York City. 112-ft. twin screw gasolene yacht Taniwha, sold for Eugene C. Clark Estate, to Henry B. Anderson. 50-ft. raised deck cruiser Queen II, sold for J. R. Fales, Pawtucket, R. I., to Robert H. Comey, Camden, N. J. 47-ft. auxiliary yawl Columbine, sold for Francis J. Danforth, Stamford, Conn., to Charles M. Curry, N. Y. "Q" class sloop Arvia, sold for G. C. Molloy, to F. S. Clark, Sea Cliff, L. I. 21-ft. w. l. sloop Natoma, sold for T. S. Clark, to L. J. Powers, Springfield, Mass. 45-ft. gasolene cruiser Nandi, chartered for Edward Butler, to E. C. Babcock. 30-ft. raised deck cruiser Senga, sold for J. H. H. Wheeler, New Rochelle, to A. R. Riddle, Greenwich, Conn. Buzzards Bay 30-ft. sloop Gamecock, sold for Mason Wheeler, to a Philadelphia yachtsman. Auxiliary cat boat sold for H. W. Buck, Greenwich, Conn., to Wm. M. Austin, Fishers Island, N. Y. 50-ft. express cruiser Melisande, sold for Henry B. Anderson, to T. A. Howell, N. Y. 55-ft. gasolene cruiser Gardenia II, sold for S. A. French, to J. B. Elwell, Long Beach, L. I. 150-ft. steam yacht Zara, sold for W. W. Near, Toronto, Canada, for U. S. Government. 32-ft. high speed launch Vortex, sold for Kyle & Purdy, City Island, to a client in Norway. This boat was shipped via Norwegian American Line steamer sailing for Christiania June 2nd. 18-ft. knockabout Arbeeka II, sold for Arthur H. Hathaway, Fairhaven, Mass., to Warren S. Higgins, Brooklyn. 55-ft. twin screw gasolene cruiser Kuwana II, sold for F. A. Egan to Philadelphia parties who have turned the yacht over to the Government. Gasolene cruiser Frajoma, sold for F. F. Rowell, to C. S. Weston, Scranton, Pa.

### Why The Discrimination Against High Speed Motors?

Owing to the unquestioned success of the high speed, high powered motor patrol boats, purchased and put into service by the Russian Government and by the Italian Government, it is a matter of considerable wonder by many people intimately connected with the marine engine and motor boat industry why our own government places itself so definitely on the side of the low speed heavy duty type of engine.

In this connection it might be of interest to give details of the last order placed in this country by the Russian Government for motor patrol boats, the design of these boats being evolved from the experience gained by the Russian Government since the war began.

New boats recently ordered by the Russian Government from the Greenport Basin and Construction Company of Greenport, New York, are 72 feet long by 11 feet 3 inches wide and drawing 3 feet 3 inches of water. Each boat carries three of the 8-cylinder 6¾" x 7¾" Duesenberg 350 to 400 H. P. motors. The boat carries an 18" torpedo tube amidships and a 47 millimetre Rapid Fire Gun on the forward deck. The boats are controlled from the bridge deck with a sheltered cabin for the quartermaster with controls from either the shelter or bridge deck. They have a guaranteed speed of 28 knots.

Deck arrangements consist of the following: A hatch to the fo'castle, followed by the emplacement for the rapid fire gun. Back of this is the steering shelter containing duplicate controls, etc., for the engine room and for steering. Immediately back of the steering shelter is the bridge deck located on top of the engine room trunk house. The entire after half of the vessel is a clear sweep of deck with the exception of a booby hatch to crew's quarters well aft. Boats are arranged for wireless with foremast and jigger mast. Rail staunchions in the way of the torpedo tube are hinged down giving a clear sweep to the tube for firing purposes.

The forepeak is arranged for chain lockers and bosun's gear lockers, followed by ship's galley which has two pipe berths. Next to the galley is located the officers' cabin and wireless room which is entered by a hatch from the steering shelter. This cabin accommodates two officers with toilet room, officers' desk, wireless desk and folding mess table. Next aft is the machinery space in which are located the three 8-cylinder Duesenberg motors, a three K. W. lighting set, the necessary oil tanks, batteries and a work bench. The next compartment contains fuel tanks with 1300 gallons capacity. Aft of this compartment is located the crews' quarters, berthing eight men with toilet room attached. The hull is of wooden construction as developed for this service by the builders who are building on an order for eight of these vessels, having previously built forty-two 60-foot submarine chasers for the Russian Government and have on order today four 60-foot submarine destroyers equipped with two 8-cylinder Duesenberg motors for patriotic Americans, all of which are enrolled in the Reserve Fleet.

The 72-footers will develop a speed of 28 knots an hour and have remarkable cruising radius, exceeding 1200 miles. The design of the hull is the concave bottom, square bilge type, developed for this particular service which will maintain a greater percentage of speed in heavy weather than any other known form. The demand for speed and stability is borne out by the experience of the Russian and Italian Navies in their active work and no consideration at all is given propositions from these two countries which does not range well above 25 knots per hour with 30 knots demanded. Most exceptional success has been attained by the Russian Black Sea and by the Italian high speed fleets in actual use and their demand for exceptional speed is based on experience.

It is a well known fact that the Russian Government has been very successful in patrolling its shores and in protecting its harbors and shipping, and it is also a well-known fact that they have used exclusively the high speed, high powered types of motor patrol chasers.

The Italian Government also has been exceptionally successful in maintaining its mercantile fleet in comparative safety and in protecting its harbors against the offensive work of enemy submarines. The entire Italian fleet of submarine chasers consists of high speed, high powered motor patrol boats, most of which are equipped with American made motors.

### Marine Engine Prices Advance, Due to High Cost of Labor and Material

The cost of materials required for building marine engines has advanced steadily until it has been necessary for most manufacturers to increase their prices in order to realize a fair amount of profit. There is hardly a part used in the manufacture of marine motors which does not cost more today than a year ago. This increase in some cases is 150 per cent.

The Sterling Engine Company has sent us information showing the advance in labor and materials used in their motors, and this will likely apply in a similar manner to motors of other makes.

The following represents the increase since January, 1915:

| | AVERAGE |
|---|---|
| Labor | 30% |
| Manganese bronze base castings, etc | 10% |
| Aluminum base castings, etc | 125% |
| Iron base castings, etc | 50% |
| Cylinder castings | 36% |
| Miscellaneous bronze castings | 80% |
| Iron manifold castings | 30% |
| Steel castings | 40% |
| Connecting rod forgings | 60% |
| Crank shaft forgings | 27% |
| Tungsten valves | 90% |
| Brass tubing | 100% |
| Cam shaft forgings | 29% |
| Miscellaneous forgings | 35% |
| Steel bar stock | 150% |
| Brass and bronze rods | 50% |
| Babbitt metal | 25% |

## Nokomis

(*Concluded from page 12*)

are several staterooms for the stewards, and abaft the dining room on the starboard side is a vestibule with door opening on deck, followed by a lavatory and a barber shop. Inboard of these is the engine room casing, and to port are two staterooms for the engineer and his two assistants. Next comes the ship's laundry fitted with all modern up-to-date electrically operated machinery.

The owner's stateroom with a floor space of over 300 square feet is abaft the boiler housing, and is followed by a living room 24 feet in length by 20 feet in width. The lobby, with a stairway leading to quarters below is well aft and on its port side is a lavatory, while abaft this is a shelter hood followed by a quarter-deck 42 feet long.

The quarters for the officers and crew are forward of the machinery space, the forecastle being 25 feet in length and fitted with folding berths, transoms, lockers, and with a wardrobe for each man in addition to lavatories and toilets. The officers' quarters and messroom occupy a space of 26 feet fore and aft, extending the full width of the vessel. There are eleven officers' staterooms, each with a wardrobe, bureau, mirror, transom seat, and two berths. An interesting feature of the vessel is the two galleys, one for owner and the other for crew, each fitted with a refrigerator, ice box, cooking range, dressers, sink, and dumbwaiter.

The water tanks are carried below the cabin floor, and running water is supplied to all the lavatories, etc., by means of air pressure supplied by electric pumps. The vessel's equipment also includes an ice-making machine and refrigerating plant, which, together with the large fresh water tanks, coal carrying capacity, etc., enables the craft to go off shore for a considerable period of time.

The vessel is propelled at a speed of 16.5 knots an hour by a pair of triple expansion engines, driving twin screws, so that in case of an accident to one set of the propelling machinery, the other set will still be able to drive the vessel at fully eight tenths of the maximum speed. The boilers are of the Babcock & Wilcox water tube type, the same as used in the United States and British Navies; they are set in a water-tight compartment facing each other, each piped up completely with pumps, etc., and cross connected, so that one can be run entirely independent of the other.

The yacht has a fuel capacity of 380 tons of coal, carried in bunkers alongside of the boilers and in an athwartship bunker. This is a much larger fuel capacity than is usually carried on yachts of similar dimensions, and will allow a cruising radius of 9,000 miles.

The craft is equipped with seven boats, consisting of a 35-foot express launch, with a speed of fully 40 miles an hour, a 30-foot service launch, two 21-foot power launches, two regular metallic life-boats, and one motor life-boat. In addition to this, the vessel is equipped with the necessary life preservers and life saving devices as required by the United States Rules and Regulations.

**High Grade Heavy Weight**

**TANKS**

For Gasolene, Water and Air of any shape or dimensions desired for any pressure. We make only work of merit

**"Light Competition Work Not Wanted"**

Galvanizing of all kinds of marine work.

**L. O. KOVEN & BROTHER**

**50 Cliff Street - - New York**

**"COLE" Course Protractor**

For laying out courses or taking cross bearings. Especially valuable for coast work, entering harbors, etc. Variation and deviation are applied automatically. Send for interesting catalogue of this, and other nautical instruments

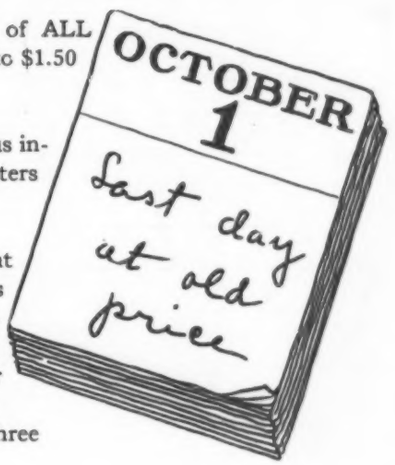
MARINE COMPASS COMPANY

Box 40 BRYANTVILLE, MASS.

# IMPORTANT

Beginning October first the price of ALL OUTDOORS will be raised from $1.00 to $1.50 per year.

This advance is due to the enormous increase in the cost of material which enters into the manufacture of the magazine.




We are announcing this change at this early date in order to give our readers and subscribers an opportunity of making a saving. This increase need not affect you—that is if you renew your subscription NOW. It will insure your receiving the magazine for one, two or three years at the present low rates.

If your subscription has expired or if it expires six months or a year from now you can take advantage of this saving just the same. We will extend your subscription from the date of expiration.

Just enclose $2.00 and we'll enter your name for a three year subscription—about 5½c. a copy. After October 1st it will cost you 15c. a copy and $4.50 for three years.

**THE COUPON SAVES MONEY FOR YOU**

A long term subscription to ALL OUTDOORS is an absolutely safe investment. For the coming year the magazine will be bigger and better than ever before, covering each month everything of interest to the outdoor man in every way possible. SEND IN THE COUPON NOW before it slips your mind.

PLACE A CROSS OPPOSITE THE OFFER YOU WANT

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141 West 36th St., New York City.

I accept your "Last Chance" offer to ALL OUTDOORS for the period I have checked below, and I enclose the required amount.

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Consult YACHTING'S Information Department on any of your problems. Its service is absolutely free.

# BAYLES SHIPYARD

The shipyard of James M. Bayles & Son has built good vessels for 57 years.

We are prepared to build wooden and composite vessels, plans and specifications, up to 5000 tons cargo capacity. Yard is being re-equipped and enlarged to give greater service.

In this harbor, yachtsmen can secure unrivalled conditions for storage, repair and supply facilities.

**The Bayles Shipyard, Inc.**

*Marine Railways—*
*Storage Basin—Shops*

**Port Jefferson, Long Island, N. Y.**

President: W. B. FERGUSON
(*Ex-Naval Constructor, U. S. N.*)
Treasurer: H. M. WILLIAMS
115 Broadway - New York



# HYDE

**Turbine Type Propellers**

**The Most Efficient Propellers Ever Designed**

Write for Catalogue and Prices

**Hyde Windlass Company**

BATH, MAINE, U. S. A.


### Concerning Flying Boats

(*Concluded from page 19*)

delightful old lady at Buffalo, where the Curtiss craft are built, who admitted upon seeing a flying boat several hundred feet over Lake Erie that the thing *was* flying but that she did not believe it carried a man. And during that particular flight it carried *two!*

Now that the U. S. Government is making every effort to equal our European Allies in the construction of an enormous air fleet, it is interesting to know something of what American manufacturers have been doing in this line. There seems to be no question but that air craft are destined to decide the outcome of the great war and without much doubt American built airplanes and pilots will have a large hand in its accomplishment. Our Government plans the expenditure of $600,000,000.00 for the construction of a vast fleet of airplanes and as the scheme commends itself to the Secretary of War and to many of the members of Congress, without doubt the appropriation for the expenditure of this money will be passed within a short time.

Thousands of craft of this kind are in use about the British Islands. They are practically the only means for detecting the presence of the undersea boats. They are wonderfully fast and have the ability to immediately carry the news of the presence of enemy submarines to the vessels of the patrol fleet below.

From a fast moving aeroplane it is possible to discern an undersea boat even if it is submerged and for this reason these craft are painted with mottled greens and purples to make detection less easy. The great difficulty is for the aviator to distinguish between enemy craft and vessels of his friends. Distinguishing devices are useless because one side soon marks its vessels in a similar way to the other, making hostile and friendly craft appear alike.

Air craft can be built quickly, especially here, as there are a number of factories especially well equipped for this work, among them being the Standard Aero Corp., Curtiss Aeroplane and Motor Corp., Burgess Co., Benoist Aeroplane Co., Wright-Martin Air Craft Co., International Aircraft Co., Thomas Morse Aircraft Co., S. H. Flint Engineering Co., United Eastern Aeroplane Co., Gallaudet Aeroplane Co., The Brook Aircraft Co., General Aeroplane Co., American Multiplane Co., Aeromarine Plane and Motor Co., John D. Cooper Aeroplane Co., A. S. Heinrich Corporation, and the S. S. Pierce Aero Corporation.

A new experience is coming to those who fly, a wonderful experience difficult to describe. For years and years we have been accustomed to travel across land or upon the sea in a horizontal direction only excepting of course, to the higher floors of tall buildings or travelling over mountain sides where, after all, we are right close to mother earth. But now a new era has opened before us and it is one that promises to be more far-reaching than anything we have ever been able even to dream about. Thousands upon thousands of men know how to fly in Europe now; we are training our young men; air craft are becoming common sights to us and to our children; remarkably long flights have been made. So, with the whole industry still in its earliest infancy, what may we expect before another five years rolls around? Of course, there are men who are always ready to say things cannot be done, but these men are usually wrong. An example of this is Dr. Lardner, an Englishman and a man of recognized scientific attainments. He said, in 1835, that the talk of establishing steam communication between America and Europe by running steamers from New York to Liverpool was just as chimerical as to talk of making a voyage from New York or Liverpool to the moon, or words to that effect, and within two years the steamer Sirius made the passage and was the first steamship to sail from Europe to America. Men to-day will live to see the complete conquest of the air—to see the highway of the sky opened for the use of mankind, for his profit and his pleasure. Air craft will whisk us to Europe, to Asia, to Australia—to anywhere, and so sure as the sun sets to-day, the era of flying is upon us.

### Isn't This All True?

(*Concluded from page 27*)

likely to emigrate rather than return to the tedium of the office and the factory were provided at the close of the war with small holdings in the country for which they have fought so well, the problem of our food supply, as well as that of finding scope for our creative faculties, would be more effectually solved than it can ever be by the subsidy of profit seeking farmers and underpaid irresponsible laborers and greedy railway companies and rings of swindling middlemen.

"It is interesting to notice in the case of Captain Slocum and his father that their love of the sea was only rivalled by their love of the land, which on one occasion almost brought Slocum to permanent moorings before his voyage was finished. And the love of the land no less than that of the sea is still in the bones and blood of the average Englishman, though perhaps it is not always that he will be content to fight and die for a land in which he has no possession.

"But whilst at present not one in ten of us can ever hope for his own plot of land and country cottage, Slocum has shown us what some of us indeed already know, that a comparatively poor man can still inherit the water, that boat sailing can be a poor man's sport. And surely after the war it will be the sport *par excellence* for thousands of discharged soldiers who will never again be content with the quite unrelieved monotony, however comfortable and secure, of their daily work in the factory or on the office stool.

"To the subject of the poor man's boat I hope I shall be allowed to return at a later date in these columns."

## Away from Business

(*Concluded from page 15*)

looked like two sticks stuck in the mud, we soon found that they were marking the turning point where we made a right angle turn and headed directly for the pier where the Boston boat was waiting for us to get out of the channel.

We were astir reasonably early Labor Day morning, and while the insurance man went ashore for some fresh biscuits for breakfast, we got breakfast, ate it, washed the dishes, cleaned up, set the mainsail, and then sat down to wait for the biscuits to come; which they did in time. Does a man sent ashore on an errand ever get back inside of half a day? The wind was fresh southwest, but we didn't reef because the mate mentioned that we would be running off all the way to Minot's Light and could get away with it. We were anchored on the windward side of the basin, so broke out our anchor and dragged it while we drifted back to a position where we felt she would pay off, turn tail and run out the channel. She payed off all right, but just wouldn't turn tail; instead she made directly across the basin, a few boat-lengths, for the mud flats which were just enough under water to be difficult to see until the boat was almost upon them. Much to the edification of several of the natives, we came about and tried this several times, always with the same result, until the peak was lowered, when she took the bit in her mouth and went down that channel as if she were glad to be on her way home.

It is really a beautiful sail along this coast under favorable circumstances, and as we were favored with ideal conditions, this leg of the trip was one of the most enjoyable.

We soon had Minot's Light abeam, and it was time to reef. Our Southwest winds seem to blow their hardest afternoons, and experience has shown us that they blow hard from Minot's to South Boston; therefore the mainsail was gotten down entirely, the helm lashed hard to leeward and two reefs tied in with reasonable dispatch, after which our course was laid for Boston Light, inside of which someone noticed that some of our reef-points were tearing out. Thinking these few were too tight, we loosened them and kept on only to see new ones start and the old ones keep going. We were now close hauled on the port tack and blowing fresh with only a short distance to go, but that short distance was important and it soon became evident that that sail did not intend to stay on the job. "Stand by to tie in that last reef! Work lively now, boys, Brewster Spit is under our lee." By nursing, that third reef took us to the mooring, but some of its points were also started.

We spent the balance of the afternoon mending the sail and getting things in shape so that the owner could take her the next day on a trip to Maine. This he did and strange to say did not start a thing, then returned to Boston and sailed for Europe where he has offered his services to France.


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